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THE NATIONAL HIGHWAY SYSTEM AND ANCILLARY ISSUES RELATING TO HIGHWAY AND TRANSIT PROGRAMS

(103–54)

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The National Highway System and Anc...

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BEFORE THE

SUBCOMMITTEE ON
SURFACE TRANSPORTATION
OF THE

COMMITTEE ON
PUBLIC WORKS AND TRANSPORTATION
HOUSE OF REPRESENTATIVES

ONE HUNDRED THIRD CONGRESS

SECOND SESSION

FEBRUARY 24; MARCH 1, 3, 8, 10, AND 15, 1994

Volume V of V

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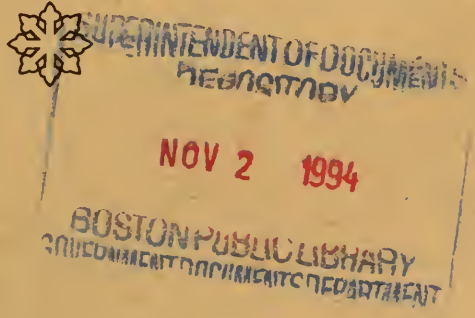

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HEARINGS

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THE NATIONAL HIGHWAY SYSTEM AND ANCILLARY ISSUES RELATING TO HIGHWAY AND TRANSIT PROGRAMS

TUESDAY, MARCH 15, 1994

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON SURFACE TRANSPORTATION,
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION,
Washington, DC.

The subcommittee met, pursuant to notice, at 10:02 a.m. in room 2167, Rayburn House Office Building, Hon. Nick Rahall (chairman of the subcommittee) presiding.

Mr. RAHALL. The subcommittee will come to order.

The Subcommittee on Surface Transportation is meeting today to complete a series of six hearings on the proposed National Highway System and ancillary issues relating to highway and transit programs. From policy to projects, the subcommittee will have received testimony from 276 witnesses upon the completion of today's hearing.

Generally moving from the West to the East Coast over the course of the last three hearing days, the focus has been on specific transportation project requests. Needless to say, we have received a number of project requests. I will not disclose the exact number, but it is significant.

Now we are faced with making some tough decisions. These hearings clearly show that transportation needs far exceed the amount of available funds. They also show that the vast majority of requested projects are of an extremely high quality. In my view, one of the reasons for this is because we have subjected all requests to a process, a process that stresses support from the States and the localities and which allows for an evaluation based on merit and real need.

There has been much speculation as to what the scope of the legislation will be that this subcommittee considers. Let me first note what we will not be doing. The bill that will be brought before the subcommittee for consideration will not be ISTEA II, the sequel. We must all keep in mind that there are three years remaining in ISTEA's 6-year life span, with the act expiring at the end of fiscal year 1997. For this reason, the Chair will strenuously resist any changes to ISTEA's core Federal aid to the States programs, such as the apportionment formulas. There will be ample opportunity to revisit the battles involving funding levels that were fought during the consideration of ISTEA—at the time of its reauthorization.

What we will be doing is to designate the National Highway System. By request, later this week Chairman Mineta, the ranking Republican Members, and I will be introducing the Administration's bill. As a result of these hearings, we've found that the States are generally satisfied with the Administration's proposed National Highway System. The subcommittee has not been flooded by requests from the States or Members to make lengthy additions to the NHS.

For its part, the Department of Transportation has advised us of a number of omissions and corrections to the proposed NHS that was transmitted to the Congress last December. These modifications will be incorporated into a revised proposal from the Administration.

The NHS bill may also serve as a vehicle to address relatively minor policy changes in ISTEA that are deemed necessary by the committee, as well as to provide for an authorization of a relatively limited number, in dollar terms, of transportation projects. I do not anticipate a war with the Appropriations Committee this year.

I would anticipate both subcommittee and full committee markups to the NHS legislation in April. We will then seek passage of the bill by the full House possibly as early as May.

With that, I'll recognize the ranking minority Member, the gentleman from Wisconsin, Mr. Petri.

Mr. PETRI. Thank you very much, Mr. Chairman. As we conclude our National Highway System hearings, I want to commend you for the very skillful and fair way you've presided over this very long series of hearings. I know we've all been impressed by your perseverance and your endurance over the past few weeks, and I look forward to working with you as we begin working on drafting an NHS bill.

I'd like to join you in welcoming our witnesses this morning and appreciate the effort they've made in order to testify before the subcommittee today. Thank you very much, and welcome to our colleague Mr. Gordon from Tennessee.

Mr. RAHALL. The gentleman from California, Mr. Hamburg.

Mr. HAMBURG. Thank you, Mr. Chairman, and good morning. On this last day of the hearings on projects seeking funding through NHS legislation, I just wanted to highlight the projects submitted from my district in northern California and ask if my extended remarks could be submitted for the record.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

Mr. HAMBURG. The 1st District of California is more than 300 miles long, stretching from the Central Sacramento Valley across the northern shores of San Pablo Bay, all the way up the north coast to the State of Oregon. This large geographic area and varying terrain make our transportation needs particularly critical.

In Humboldt County at the northern reaches of my district, the Humboldt Bay Harbor Recreation and Conservation District is applying for funds to create the intermodal connection that is necessary for successful development of our port facilities there. Humboldt Bay is the only deep water port between San Francisco and Coos Bay, Oregon. Adequate rail and trucking access are key components to improving the port. The rail connection is particularly

critical to avoid creating safety hazards on the two-lane highway that is the only link in some areas between Humboldt County and other major metropolitan areas and transportation arteries of northern California.

Humboldt County itself seeks funds to add eight-foot-wide shoulders to one and a half miles of Elk River Road. Improvement in this last segment in a two-lane roadway loop will significantly improve its automotive, pedestrian, and bicycle safety.

In the most northern county in my district, Del Norte County, access to the Smith River NRA and the regional highway network of the State's northernmost counties is impaired by a landslide. Slope failure and instability have closed one of the two lanes in portions of this road and continue to contribute a sediment load to the river which impairs critical spawning habitat for salmon.

In the southern portion of the district, the Solano County Farmlands and Open Space Foundation seeks funding to complete the purchase of a 1,000-acre potential acquisition of Lynch Canyon. This Lynch Canyon area is located on the Highway 80 corridor between San Francisco and Sacramento, and acquisition of this area is consistent with ISTEA's recognition that transportation enhancement activities are key components of our national transportation systems.

Finally, two major highway improvement projects have been proposed for Napa and Solano Counties. In Napa County, there is a need for funding for operational improvements and construction of two interchanges that are necessary to move regional transportation efficiently into the Bay area. The City of Fairfield in Solano County is seeking funding for a new freeway interchange which will create an alternative reliever route on Interstate 80 in order to reduce congestion and improve regional traffic.

Mr. Chairman, thank you for your careful consideration of these projects. The range of concerns addressed reflect the wisdom of ISTEA's flexibility and expansiveness. I look forward to working with you and other Members of the subcommittee in identifying projects of the highest priority nationwide and providing supplemental information about the projects in my district as this evaluation process is completed.

Thank you.

RAHALL. Thank you, Dan.

With that, we'll proceed with our first witness of the day, our distinguished colleague and good friend from the State of Tennessee, the Honorable Bart Gordon. Bart is also a valued Member of the Rules Committee.

We're happy to have you before our subcommittee today, Bart. We have your prepared testimony, and you may proceed in whatever manner you desire.

TESTIMONY OF HON. BART GORDON, A REPRESENTATIVE IN CONGRESS FROM TENNESSEE

Mr. GORDON. Thank you, Mr. Chairman and Mr. Hamburg. I appreciate the opportunity to be with you this morning.

Let me say, first of all, after listening to your opening statement, I very much appreciate the sensible and important position you're

taking. This legislation needs to move forward, and I think you're doing it in a very constructive way.

I guess the best way that I can say thank you is to limit my remarks, and I will do that by submitting my written statement. Also, as I reviewed it, I noticed there is a slight correction that needs to be made, and I will do that in my written testimony.

Just for a quick summary, Mr. Chairman, my request follows up on the ISTEA legislation of 1991. At that time, the committee was kind enough to authorize a bridge over the Stones River on what we call the Old Nashville Highway in my hometown of Murfreesboro, Tennessee. This is a functionally obsolete bridge that, in connection with some intermodal transportation adjacent to it, will bypass the most congested traffic area in my hometown, which, I might point out, is the fastest-growing area in Tennessee and one of the 50 fastest-growing communities in the Nation.

That's why this request and my second request to move forward on another intermodal alternative transportation proposal is so important for this area. We are in a non-attainment region around Nashville, and it's important that we look for ways to reduce our pollution. Certainly, this bridge and intermodal connection that bypasses the most congested area of the community will be helpful.

The second project is, in the 1991 ISTEA, you made provision for a study of intermodal transportation in that community, and we now have those results. I will submit that full study to you for which I am now seeking funding.

So to be quick, what we're requesting is $8.6 million in contract authority to complete the bridge project and $7.7 million to take the second phase of the study program and put it into effect, which I think will go a long way toward relieving both congestion and pollution in this fast-growing area—as I say, the fastest-growing in Tennessee and one of the 50 fastest-growing in the Nation.

I thank you for your attention. I look forward to working with you and your staff and answering any questions that you might have now or in the future.

Mr. RAHALL. Thank you very much, Bart. Let me just ask you one quick question to follow up on what you've stated. If the full amount requested for the two projects is not provided, will the State of Tennessee use the Federal Aid Highway Funds apportioned to the State to continue the progress that has already been made on these two projects?

Mr. GORDON. It would be my hope. We are working with them. My request would be that we receive the full authorization and that your contract authority go to whatever is that reasonable amount that you can do, knowing that you have limitations. Through both the appropriations process here and through our efforts in Tennessee, hopefully these two projects can be completed.

Mr. RAHALL. Thank you, Bart. We appreciate it. You've talked to me personally on this, and we'll keep your testimony in mind. Again, thank you for your help from your position on the Rules Committee as well.

Mr. GORDON. Thank you. And I recognize that there are limitations to what you can do, and I think, working with good sense, we'll have a good project for the whole Nation. I know that you can only do what you can do and what is best for the country at large,

and I, again, look forward to working with you and answering any questions to see how this might fit into that program.

Mr. RAHALL. Well, again, I'll repeat what I said in my opening statement, which should make you breathe a lot easier on the Rules Committee, that we are anticipating no wars with the Appropriations Committee this year.

Mr. GORDON. Good. Thank you.

Mr. RAHALL. Thank you, Bart.

The subcommittee will now hear from another distinguished colleague of ours and dear friend from the State of Ohio, the Honorable Eric Fingerhut.

Eric, we welcome you to the subcommittee. We have your prepared testimony, which, of course, will be made part of the record, and you may proceed as you desire.

TESTIMONY OF HON. ERIC D. FINGERHUT, A REPRESENTATIVE IN CONGRESS FROM OHIO

Mr. FINGERHUT. I thank you, Mr. Chairman, and I thank you and the committee for this opportunity to testify.

Initially, I'd like to ask as well that the testimony of Congressman Stokes, the distinguished Chairman of the Appropriations Subcommittee on the HUD and VA Independent Agencies, who is co-sponsoring this request with me, be submitted for the record. I have his testimony.

Mr. RAHALL. Without objection, the prepared statement of Mr. Stokes will appear in the record.

Mr. FINGERHUT. I thank you.

Mr. Chairman, since you have my testimony, let me just briefly summarize it. This is a request for an authorization for $1.2 million under your Discretionary Capital Funding Program for the purpose of studying three potential sites for linking all of the surface transportation services in the Cleveland area. This is our effort on an intermodal basis to establish an intermodal hub that links our existing bus, rapid transit, and intercity rail services.

The importance of this request is highlighted, frankly, by my presence here, because, Mr. Chairman, the specific project is not in my district. It's in Mr. Stokes' district. But the benefits of it will accrue to the entire region. What we see is the possibility to reestablish at long last intercity transportation services, using Cleveland as the hub, linking the west in Toledo and Detroit, linking the east through my district out along the shore of Lake Erie to Buffalo and points east, and then south from Akron, Columbus, and Cincinnati.

These rail corridors have been studied. Everyone who has studied them knows what the incredible potential is for our region to move commerce, to move people, to encourage travel in these areas, and this study is a critical link to the development of this project. The grantee agency would be the Greater Cleveland Regional Transit Authority. They would be the recipient of the funding, and they are committed already to the local matching funds that would be necessary.

Mr. Chairman, I know that you have established important criteria for evaluating such projects, and Chairman Stokes and I, together with the grantee agency, will be answering all of the ques-

tions in detail and presenting you with the necessary information, because I think the criteria that you've established are important criteria for all of us to demonstrate our compliance with.

Again, I thank you for your attention to this matter. I know this is a relatively new matter to the committee. I intend to be available, as will Mr. Stokes, to provide any and all information that will help the committee in its decisionmaking process.

Mr. RAHALL. Thank you very much, Eric. You noted that you will be submitting responses to those 18 questions; is that correct?

Mr. FINGERHUT. Indeed, we will.

Mr. RAHALL. Because, obviously, we have nothing yet on record either from you or Mr. Stokes. Mr. Stokes has a couple of other projects for which he has responded to the questions, but not for this particular one.

Mr. FINGERHUT. We will be submitting the responses. The committee was gracious enough to allow me to testify in advance of the response, since the hearings were being held at this time.

Mr. RAHALL. Great. We look forward to that. Thank you very much, Eric.

Mr. FINGERHUT. Thank you, Mr. Chairman.

Mr. RAHALL. Is our colleague Terry Everett present? I don't see him.

I'll tell you, rather than delaying further waiting a few of our colleagues to show up, the Chair is going to exercise the prerogative of the Chair and call the panel forward that is all present. Indeed, these hearings would not be complete without this distinguished panel being heard from. That's because they happen to consist of, number one, Nelson R. Walker, the Executive Director of the I–73/74 Corridor Association, a good friend of mine from Bluefield, West Virginia. Nelson, we're very happy to have you here today.

Also, with Nelson—you all may come forward and take your place at the table—is Mr. Ray Cadwallader, the Executive Director of the Great Lakes Mid-Atlantic Corridor Association, from Ohio; Mr. Paul Cole, the distinguished former Mayor of Bluefield, West Virginia, and another dear friend. It's good to see you here, Paul. Paul is also owner of Cole Chevrolet Cadillac, Cole Motors, and Truck City Parts in West Virginia.

Also on the panel is Mr. Perry Davis, a board member of the Great Lakes to Florida Highway Association, Virginia; the Honorable Mayor G.R. Kindley of Rockingham, North Carolina; and Mr. Ashby Ward, President and CEO of the Myrtle Beach, South Carolina Chamber of Commerce.

By way of introduction and introducing the first panelist again, Mr. Walker, let me commend this entire panel for the efforts and the dedication that they have put forward in promoting the I–73/74, which corridor is such a vital corridor as it progresses from the Great Lakes region down to South Carolina.

Two decades ago a gentleman by the name of K.A. Amar from Bluefield, West Virginia had the dream and the foresight to start organizing to get this corridor off the ground, and today it is certainly more than just a vision and somebody's dream. It is on the way to becoming reality. It is going to be reality, and that is because of the foresight of gentlemen like Mr. Amar in Bluefield and many others who are not here with us today, because of their abil-

ity to foresee the need, and their dedication to economic diversity and to jobs which will be brought to the regions affected by this corridor.

Gentlemen, before officially letting you start, let me ask your indulgence just for five minutes. I notice that our colleague Terry Everett has come in, so if I can ask Terry to come to the end of the table here and just give his testimony, then we'll proceed with this panel.

Mr. RAHALL. Terry, we welcome you to the subcommittee. I understand that you will be testifying on the I–10 connector and outer loop project in your home State of Alabama. We appreciate your leadership and efforts on this project. We have your prepared testimony, and you may proceed as you desire.

TESTIMONY OF HON. TERRY EVERETT, A REPRESENTATIVE IN CONGRESS FROM ALABAMA

Mr. EVERETT. Thank you, Mr. Chairman. I want to thank you and our ranking Member for this opportunity to appear before your subcommittee to outline the merits of these two major transportation projects that are of vital importance to the 2nd District of Alabama, the outer loop I–85/I–65 connector and the I–10 connector.

I would like to express my support in conjunction with the Alabama Highway Department's priority list on behalf of the outer loop project, as well as one project not on the list, the I–10 connector. I will be as brief as I can while giving the merits of these very important projects in my district.

On the outer loop, Montgomery is second in overall growth in the State of Alabama only to Huntsville. It's the capital city of well over 300,000 in the metropolitan statistical area and employs close to 130,000 people. The recent relocation of several corporate headquarters to Montgomery, adding jobs to the significance of the city, makes this outer loop a necessity for us. Our current urban interstate system is expected to serve over 100,000 vehicles per day and needs additional interstate facilities to accommodate this new growth.

$11.18 million has already been appropriated in the 1992 highway and mass transit bill for feasibility studies and initial design phases. It's been designated as an innovative project in the 1991 ISTEA legislation. Since Congress has already funded this project, the outer loop road must be fully funded now so it can be completed in a timely fashion. The total cost will be $217.2 million. The State's request is $162.15 million, which is 80 percent of the total, minus the State's match.

The status is that the design activities are scheduled for later this year, once the route is selected. Initial right-of-way acquisition is scheduled to begin in fiscal year 1996. The State of Alabama does consider this project critical. The State will support general fund revenues if highway trust funds are not available.

As far as the I–10 connector is concerned, down in L.A., which is Lower Alabama, Dothan is the largest city in the State without access to an interstate highway system. Dothan occupies a unique economic and geographic position, providing vital services to northwest Florida and southwest Georgia. In an emergency, the connec-

tor would reduce congestion on northbound evacuees that must currently rely on U.S. 231 from the Gulf Coast of Florida and Georgia.

The State has already committed funds for a feasibility study, and the State has entered into a joint agreement with the State of Florida to move ahead on this project. The connector would also provide interstate service to Fort Rucker in Alabama, as well as Tyndall and Eglin Air Force Bases in Florida.

That concludes my testimony, Mr. Chairman, and I'd be happy to take any questions you may have.

Mr. RAHALL. Thank you very much, Terry. I have no specific questions, except to note that you have responded to all of the committee's 18 questions, and those responses were submitted in a timely fashion.

Perhaps one quick question. In regard to the outer loop, where previous funds had been allocated, were those authorizations in ISTEA, or were they general appropriations from the past?

Mr. EVERETT. Those were ISTEA, I believe. Yes, sir, those were ISTEA.

Mr. RAHALL. ISTEA funds?

Mr. EVERETT. Yes, sir.

Mr. RAHALL. Thank you very much, Terry.

The gentleman from Arkansas.

Mr. HUTCHINSON. Terry, I don't have any questions. Thank you for your testimony and for being here today.

Mr. EVERETT. Thank you. I appreciate it.

Mr. RAHALL. The gentleman from New Jersey, Mr. Franks?

Mr. FRANKS. Mr. Chairman, no questions. I just want to congratulate Mr. Everett on some excellent testimony and also for clarifying for me that L.A. truly means Lower Alabama. [Laughter.]

Mr. RAHALL. Thank you, Terry.

Mr. EVERETT. Thank you for your time.

Mr. RAHALL. Okay. Nelson, we appreciate very much you taking the time and effort to be with us today, and you may proceed as you desire.

TESTIMONY OF NELSON R. WALKER, EXECUTIVE DIRECTOR, I–73/74 CORRIDOR ASSOCIATION, BLUEFIELD, WV, ACCOMPANIED BY BEVERLY WELLMAN, COORDINATOR; RAY CADWALLADER, EXECUTIVE DIRECTOR, GREAT LAKES MID-ATLANTIC CORRIDOR ASSOCIATION, OHIO, ACCOMPANIED BY TOM LOUIS, SPECIAL REPRESENTATIVE, INTERNATIONAL UNION OF OPERATING ENGINEERS, AND BOB FARRINGTON, SECRETARY/TREASURER, OHIO STATE BUILDING AND CONSTRUCTION TRADES COUNCIL; HON. PAUL COLE, FORMER MAYOR, CITY OF BLUEFIELD, WV, AND OWNER, COLE CHEVROLET CADILLAC, COLE MOTORS, AND TRUCK CITY PARTS; PERRY DAVIS, BOARD MEMBER, GREAT LAKES TO FLORIDA HIGHWAY ASSOCIATION, VIRGINIA; HON. G.R. KINDLEY, MAYOR, CITY OF ROCKINGHAM, NC; ASHBY WARD, PRESIDENT AND CEO, MYRTLE BEACH, SOUTH CAROLINA CHAMBER OF COMMERCE; AND GARLAND B. GARRETT, JR., DEPUTY SECRETARY FOR HIGHWAYS, NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Mr. WALKER. Thank you, Congressman. We appreciate the opportunity to appear before you. My name is Nelson Walker, and I am the volunteer Executive Director of the I–73/74 Corridor Association.

Also, I want to point out that Mrs. Beverly Wellman is with me, who has been our part-time coordinator for our organization, which is an informal organization.

Relinking America in the 1990s and into the next century is vitally important to the future of this great Nation, and we need to fill in the gaps that were left by the great 1950–1990 Interstate Program. We of the I–73/74 Corridor Association believe that this proposed highway meets that need.

The concept of the highway was created by a group of people in Bluefield, West Virginia. In 1989, knowing that upcoming Federal legislation might occur with some new highways, and with a deep concern for the conditions of U.S. 52 in Bluefield, and southern West Virginia, we embarked upon a plan to encourage the construction of a highway that would not only serve the needs of people and industry in southwestern West Virginia, but also the entire eastern region of the United States.

In doing so, we attempted by design to use existing Federal routes that could possibly be brought up the standards of a highway of national significance and fill a gap in between the existing interstates. For lack of a better designation, we named the highway Interstate 73.

From that point forward, we spent many hours writing thousands of letters, making many speeches, traveling many miles, and making hundreds of telephone calls to contact Federal, State, city, town authorities, civic organizations, and individuals all along the proposed route to gain support for this project. Evolving from that effort, individuals from each State along the route formed their own organization and joined hands in June 1993 to form the I–73/74 Corridor Association. The I–74 became a part of our plan as it relates to the much needed connecting highway in Ohio.

We have prepared and present to you a packet of resolutions, endorsements, petitions, news reports, and numerous articles along

the entire route, and I have those here. I think you also have our testimony, but there's a complete packet of some of the resolutions and articles that we will leave with your committee.

The originally designated route was to link the Great Lakes from Detroit, Michigan to the ports of Charleston, South Carolina by way of Ohio, West Virginia, Virginia, and North and South Carolina. That's illustrated on our map that we have here, running from Detroit all the way to Charleston. We determined this to be a dual purpose highway of energy and tourism, creating economic development along the route and serving the popular tourism coast of the Carolinas.

Our mission statement and goals were developed by the organization in June 1993 and are included in our written comments. Basically, our organization was to form an informal umbrella organization to develop the concept of the highway, to support it, to fund it, and to provide a communication network for all of us along the route.

We have attempted to follow the five points presented to us by Congressman Mineta during a visit to us in Welch, West Virginia on September 22, 1990, relating to any new highway construction: number one, to make the United States more competitive in the world market, and this certainly will be accomplished by linking Canada and the world markets to the coastal ports, providing efficient, faster means of transporting goods domestically and imported; number two, to improve the economy, and this point is well served to make us less dependent on imported oil and open the markets to the vast natural resources of coal; number three, safety—for example, the U.S. Route 52 in southwestern West Virginia, the route designated for I–73 in this State, has a fatality rate of two and a half times the national average; number four, improve the quality of life, and certainly the economic benefits provided to those along the route is obvious as new highways bring new business and new jobs—some of the areas along the route presently have extremely high unemployment; and, number five, consistent funding should be provided, and obviously part of this was accomplished by the recently enacted national fuel tax of 10 cents per gallon added to the previous 8 cents per gallon enacted back in 1982. Each State along the route has legislated or is in the process of legislating programs to provide the 20 percent matching requirement.

We do encourage your consideration of six points we believe essential to the routing guidelines of this important highway. This new corridor is to fill important highway links which were not included in the original interstate highway system.

Number one, the new corridors are to fill important highway links which were not included in the original interstate highway system.

Number two, routing between the anchor cities should be as direct as economically possible. Generally, the highway pass should fall within a 10-mile band to either side of the State line drawn between the center of the anchor cities. If some short sections of the route fall outside that band, the State should be able to demonstrate that the deviation would result in a net savings in con-

struction costs, or the State should absorb possibly up to 100 percent of the additional construction costs.

Number three, the I–73 corridor does not have to be all new construction. If an existing interstate or interstate quality highway is located within the 20-mile wide band, it should be utilized as part of the I–73 corridor. The purpose of the program is to provide an important transportation corridor from Detroit, Michigan to Charleston, South Carolina within the shortest possible time span, not to spend the maximum amount of tax money or build the maximum number of new highway miles.

Number four, I–73 is intended to be basically a north-south corridor and should not have significant detours running in the east-west direction in order to connect cities not designated as anchor cities by Congress.

Number five, no new construction should be planned through or across national or State parks, national recreation areas, or monuments or within five miles of rivers being considered for incorporation into the National Scenic River System.

Number six, States should not commit to routes that cannot be financed and built within a reasonable period of time. The State should be prepared to raise the necessary tax revenue to pay for their 20 percent share of the construction cost and up to 100 percent of the cost of excess mileage due to indirect routing of the corridor.

I am pleased to have with me representatives from five of the States along the route here to address the subcommittee for five minutes each. We do not have a representative from the State of Michigan.

With that, I would like to introduce our first speaker for his five minutes, from Ohio, Mr. Ray Cadwallader, Executive Director of the Great Lakes Mid-Atlantic Corridor Association, to present his remarks on the Ohio section.

Mr. RAHALL. Thank you, Nelson.

Let me say to all panelists, we do have your prepared testimony, and perhaps I failed to state it in the beginning, but all of that testimony is going to be made a part of the record as if actually read. So your summary would be sufficient, and suffice it to know that everything will be in the record, including what you've submitted here, Nelson.

Mr. CADWALLADER. I will be brief. I'd like to introduce Tom Louis, who is special representative of the International Union of Operating Engineers in Ohio, who is with us today, and Bob Farrington, who is Secretary/Treasurer of the Ohio State Building and Construction Trades Council, who is with us today.

I would also request that their testimony, which I've submitted to your staff, be entered for the record, which they have here.

Third, the other gentleman that should be right next to me here is our chairman, Frank Gerlach, who is Mayor of Portsmouth, Ohio.

I will be quite brief. We have met with Michigan, and there is no problem between Ohio and Michigan. They're on a faster track now than they have been in the past. They are especially interested because of the ramifications of NAFTA, which the Detroit Chamber

of Commerce has talked to us about and the Michigan DOT people have talked to us about.

We in Ohio want this to go forward. There's synergism here like you can't believe. With that, I'll finish my comments. We wholeheartedly endorse it. There are 22 counties in Ohio, as well as about 50 private chambers, local AAA organizations, and municipalities and township people that have endorsed it in Ohio.

Thank you very much.

Mr. WALKER. Our next speaker is Paul Cole, former Mayor of Bluefield, West Virginia, who represents the Bluefield to Huntington Highway Association.

Paul.

Mayor COLE. Thank you, Nelson. Thank you, Chairman Rahall. I am filling in for K.A. Amar, and I'm glad that you mentioned him, because he certainly could be considered the father of this project. He's been incredibly involved, and I know he hates not being here today, but it was impossible for him to come.

I would like to bring you a story today about the highway that time forgot. United States Highway 52 was once a great American highway, winding its way from Chicago to Huntington, West Virginia, through the great bituminous coal fields of southern West Virginia into Bluefield, and ultimately on to Charleston, South Carolina.

Most of the road-bed and many of the bridges were built in the 1920s and 1930s. Each day in our State, hundreds of giant coal trucks and thousands of personal vehicles converge on U.S. 52, contributing to deterioration and very unsafe conditions on a two-lane highway that was built before most of us were born.

The safety record on U.S. 52 is deplorable, with a fatality rate over the last three years of 5.74, approximately two and a half times the national fatality rate for two-lane highways. Nevertheless, this entire southern West Virginia area encompassing U.S. 52 has been and continues to be extremely important to our Nation's coal production, especially that of clean-burning low-sulfur coal.

Three of the five top West Virginia coal-producing counties are on U.S. 52, and a fourth is a bordering county. Moreover, a significant amount of additional coal is produced in bordering counties in Kentucky and Virginia, which also have some occasion to use U.S. 52. Nearly one-seventh of all coal produced in the United States and almost all of the clean burning low sulphur coal produced, comes from this region.

In spite of this importance, the area is served largely by secondary roads and U.S. 52, the forgotten highway. The importance of this area is further evidenced by the fact that the seven counties lying on present U.S. 52 account for nearly 20 percent of the State's population. Except on either end, there is no access to an interstate-quality highway.

In 1979, work to replace this highway so vital to our national interest got underway with the formation of the Bluefield to Huntington Highway Association. While this initial attempt through the sale of road bonds failed when interest rates went to 18.5 percent in November of 1982, this group has continued its mission to bring southern West Virginia into the 21st century.

Today some of the Nation's highest unemployment is found along U.S. 52. In the four interior counties, unemployment in October 1993 was 11.5, 16.8, 17.1, and 18.8, much higher than our statewide rate of 9.4 or the national rate of 6.4. Thousands of people with a great work ethic are crying for work. Industry needs these people in a variety of jobs, but there is no appropriate highway upon which to travel or to build new industry, only U.S. 52, the highway time forgot.

U.S. 52 was appropriately and properly included in the 1991 Surface Transportation Act and desperately needs to be replaced with I–73. No single action by Government would do more to improve the economic prospects of this region than the construction of a modern interstate highway connecting our area to the industrial Midwest and the South Atlantic Coast.

Finally, our own State has taken action. In 1993, the West Virginia legislature enacted an additional five-cent-per-gallon tax to be used for the 20 percent matching funds for this type of project. Governor Gaston Caperton and the State legislature have both endorsed the Huntington to Bluefield I-73 route. Moreover, I present to you today hundreds of letters of endorsement from businessmen, civic organizations, State, county, and city officials from throughout our region.

We have paid our dues. Every heavy-duty coal truck and tractor trailer hauling on U.S. 52 has contributed from $12,000 to $18,000 in Federal excise tax, an annual highway use tax based on gross weight, and a continuing everyday fuel tax, all payable into the Highway Trust Fund. All of that money paid, but no decent highway upon which to run.

We in southern West Virginia have contributed dearly in terms of money, high unemployment, quality of life, and a high fatality rate. It is totally appropriate, it is totally fair, and it is vital to our country's long-range energy plans that this highway be built. Now is the time for the highway our Nation forgot to be replaced by I–73.

I'd like to close by sincerely thanking you, Congressman Rahall, and your committee for the opportunity of meeting here with you today.

Thank you.

Mr. WALKER. Thank you, Paul.

Our next speaker is Mr. Perry Davis, board member of the Great Lakes to Florida Highway Association, with headquarters in Wytheville, Virginia, for remarks on the Virginia portion of the highway.

Mr. Davis.

Mr. DAVIS. Mr. Rahall and Members of your committee, thank you for this opportunity to speak before you concerning this vital subject.

As Nelson indicated, my name is Perry Davis from Wytheville, Virginia. I'm Vice President of the Great Lakes to Florida Highway Association, and also a director of the I–73/74 Corridor Association. I'm speaking here in behalf of people in southwest Virginia who are concerned about better highway transportation facilities, the cost involved, and the economic benefits to be derived from such a highway system.

It is concluded that an interstate highway designated I–73 is to be built connecting Detroit, Michigan and Charleston, South Carolina. It is further understood that this highway should connect Bluefield, West Virginia and Winston-Salem, North Carolina. I recommend and my organization recommends that I–73 be incorporated with I–77 and become a dual route through Virginia, as Mr. Walker alluded to a moment ago, from the West Virginia border to the North Carolina border.

We already have a highway. This is ready-made for the new Highway I–73, and this recommendation is based on the following points: distance, cost, time and convenience, traffic volume, and regional economic benefits. The I–77 corridor through Virginia is 66 to 67 miles in length, approximately 40 miles shorter than the other corridor under primary consideration. Therefore, the savings in construction costs is obvious.

The estimated construction cost of I–73 on the I–77 corridor is $796 million. The estimated cost for the other corridor is $1.255 billion to $1.600 billion, or a savings of $459 million to $800 million. Additional savings of approximately $304 million can be realized, because the right-of-way of I–77 is in place, and no additional tunnel construction would be required. This would be in keeping with better investment of public funds called for in the National Performance Review led by Vice President Gore.

The I–77 corridor would provide the movement of people and goods in a more energy-efficient manner. According to a study recently completed by the Virginia Department of Transportation, the projected average daily traffic by the year 2015 for the I–77 corridor is 49,000 vehicles with I–73 located in this corridor. The study further shows that the projected average daily traffic for the other corridor under prime consideration is only 33,000 with I–73 located in that corridor, a difference of 16,000 vehicles per day that would directly be served if I–73 is located in the I–77 corridor.

The travel distance is the measure of travel time for through traffic and is an important factor in traffic service. The 40 miles less travel distance for 16,000 per day would result in a tremendous savings of time, fuel consumption, and potential environmental pollution. Thus, it would help create an efficient and environmentally sound transportation system for southwest Virginia and the Nation.

As stated previously, the goal of the National Highway System is the economically sound and efficient movement of people and goods. Many of the goods produced by manufacturers served by the I–77 corridor are shipped to automotive industries in the Detroit and other northern and midwestern markets. The completion of I–77 to these market areas would enable our manufacturers to move their products to these users or to export to other countries with less delay. This would provide greater efficiencies for our industries, enabling them to compete in the global market and eventually create more American jobs.

I strongly urge you to adopt the I–77 corridor for this new Interstate Highway 73, and there have been distributed to you in the packets delivered resolutions from many organizations in our area, the governmental bodies, supporting this recommendation.

Thank you for this opportunity to speak to you today.

Mr. WALKER. Thank you, Mr. Davis.

Our next speaker is Mr. G.R. Kindley, Mayor of Rockingham, North Carolina, and Chairman of the Interstate 73 Association of North Carolina, to discuss the North Carolina route.

Mayor KINDLEY. Thank you, Mr. Rahall, committee Members. I am G.R. Kindley of Rockingham, North Carolina, and it is a pleasure to address the Surface Transportation Subcommittee on the I–73/74 corridor.

The Intermodal Surface Transportation Efficiency Act of 1991 is truly a tremendous and worthwhile undertaking for this great Nation. Although the I–73 corridor is but one small part of this historic legislation, it is by no means insignificant. As the Nation has seen throughout the past 25 years, an interstate can be a very powerful tool. I–73, as proposed by the North Carolina Department of Transportation, will be just as powerful a force as Interstate 95, Interstate 40, Interstate 85, all of which greatly benefit our State and Nation. This proposed interstate will open up new world markets in every State that it crosses.

As proposed, I–73 would connect the industrial cities of Detroit, Toledo, and Columbus with the growing cities of the South, such as Winston-Salem, Wilmington, and Charleston. This vital link between these industrial and port centers will enable this part of the country to step further into the new world market.

Focusing more on the economic benefits for North Carolina, the proposed route would provide new avenues for economic development in areas which have, for the most part, been deprived of opportunities which other areas in the State have enjoyed. The I–73 route will pass through areas of North Carolina that have virtually no interstate access. This new route will enable these areas to support the new economies that continue to grow.

Using estimates of the Road Information Program, located here in D.C., we estimate that expenditures on I–73 construction could create between 1,000 and 2,000 new jobs in North Carolina. Research has shown that directing funds into the State's transportation system creates jobs for our citizens now and creates the support system necessary to attract more industry and more jobs, which are so crucial to the south central and south coastal regions of North Carolina.

Too much of our industrial base is growing old, and our regional economy needs this opportunity to begin to refurbish our economic base. This interstate can provide a substantial portion of the infrastructure necessary to meet the changing requirements of new industries. Existing industries will benefit as well with opportunities to increase their market reach, which will have a tremendous effect on the regional job market. Investment to create more jobs with increasing pay is the best alternative to achieve the quality of life that our children deserve.

North Carolina continues to be a leader in one of the Nation's fastest-growing industries—tourism. Each year more people are visiting the Uwharrie National Forest and the North Carolina Zoo, both located in the heart of the southern Piedmont. This increasing tourism base is also causing an overload on existing routes to the unsurpassed coastal resorts of North and South Carolina. Even in the off-season, these existing routes can be gridlocked for several

hours. The new Interstate 73, as proposed, can provide a safer route to the thousands of families that visit these and other attractions in this area.

Finally, the North Carolina Department of Transportation has made it an annual practice to review the State's transportation objectives through a statewide transportation improvement program, known as TIP. The proposed I–73 route is consistent in every aspect of the North Carolina TIP. Each segment of the proposed route is already included as part of a project designated to improve the route to near-interstate standards. Using existing and future National Highway System funds, the North Carolina Department of Transportation has programmed this entire route to be completed just after the turn of the century.

As the Chairman of the I–73 Association of North Carolina, I would like for this subcommittee to consider the points I have raised. In doing so, I would further like to request that the portion of the I–73 route through North Carolina be approved as submitted and amended in December 1993.

I appreciate the opportunity to present testimony on the status of the I–73/74 corridor. I will be happy to answer any questions that you may have.

Thank you.

Mr. WALKER. Thank you.

Our last speaker—and I do respectfully ask, after Mr. Ward, to have one minute to wrap up after his speech—is Ashby Ward, President and CEO of Myrtle Beach Area Chamber of Commerce, with remarks relating to the South Carolina highway.

Mr. WARD. Thank you, Nelson, Mr. Chairman, Members of the committee. When the interstate highway system was designed back in the 1950s, the Myrtle Beach area was a small community of fewer than 5,000 residents, and its tourism business was a summertime phenomenon only, attracting about a few thousand visitors from just the two Carolinas. Today we are a 50-mile stretch of beach, golf courses, hotels, restaurants, and amusement facilities which attract more than 10 million visitors every year. Our visitors come from all 50 of our States, from Canada, and many from Europe.

Tourism in South Carolina is a $6.5 billion annual industry, and the Myrtle Beach area alone attracts nearly $2.5 billion. Tourism is now the largest employer in South Carolina, and the coastal section itself represents more than 60 percent of the entire State's total.

While our county population is less than 150,000 persons, our average daily population along the Myrtle Beach area for nearly half of the year is half a million persons. For seven months each year, we are the largest city in our State, and yet we're more than 70 miles from the nearest interstate highway. In fact, there is no community in South Carolina which is farther from an interstate highway.

Dun & Bradstreet has, in recent years, twice listed our county among the 20 fastest-growing counties in the country. Conversely, a recent study by coastal Carolina University indicates that unless we solve our problems of highway congestion within the next 10 years, our local community will be losing approximately $1 billion

per year in tourism expenditures. This obviously will impact severely on our local business community, on our ability to maintain an acceptable quality of life, on local, State, and Federal tax collections, and, because of our high level of foreign tourism, it will impact adversely on the Nation's balance of trade.

We believe that close adherence to the original I–73 plan will provide substantial economic development opportunity along the entire route within our State, and especially along our coast. The proposed corridor will provide vastly improved access to South Carolina's port cities of Charleston and Georgetown.

On the matter of safety, I would like to point out that Myrtle Beach itself is an island, separated from the mainland by the Atlantic Intracoastal Waterway. Within the 50 miles between North Myrtle Beach and Pawleys Island, there are only two bridges crossing the waterway. Estimates are that in the event of a peak season hurricane, it would take more than 24 hours to evacuate the area, but the weather bureau can be only reasonably certain of a 12-hour strike probability. I–73 could help to avoid massive loss of life in such a circumstance.

Being a coastal resort, we are acutely aware of the need for protection of our environment. Within the proposed corridor study areas of South Carolina, the original I–73 plan can be accommodated mostly through the upgrading of existing two-lane and four-lane highways. The necessary new construction in our county has already received all of the required approvals, and ground breaking has already taken place.

As to consistent funding for the project, obviously, the money is not in the bank; however, the commission of the South Carolina Department of Transportation has twice voted to support the I–73 route from Bennettsville to Myrtle Beach and on to Charleston. A concurrent resolution by the South Carolina General Assembly supports the same route. Also, Governor Carroll Campbell has written a letter in which he states his support of I–73, because, as he says, it would enhance our tourism industry. All of this is in addition to a memorandum from the Federal Highway Administration which states that I–73 should go to Myrtle Beach and then on to Charleston.

I recognize there are other routing proposals. Almost all of them, however, show support for the Myrtle Beach to Charleston route. There is no possible route through South Carolina which would even come close to equaling the economic and safety benefits of the coastal route which we are supporting. We know that the studies will substantiate that statement.

We hope you'll do whatever is necessary to see that the South Carolina coastal route is a part of I–73 and that the entire project becomes a reality as soon as possible.

I thank you for your attention and for your consideration.

Mr. WALKER. Thank you, Ashby.

In conclusion for our association, which I think you'll find a little unique that we have organizations from five States that have joined hands to support a highway of, hopefully, national significance, we do, as we said originally, we have this group of resolutions, news articles, petitions, and so forth from a number of people all along the corridor, which we would like to enter into the record.

In addition to that—Beverly, if you'll do the overlay on the map—I would like to point out that there have been some suggested alternatives. In Michigan, I understand Michigan has discussed and possibly entered into some request for the highway to go from Toledo to Lansing to Grayling, Michigan. I think they have prepared that. They have informed us of that, and we in turn have entered that information into our proposal.

This is the route from Bluefield, West Virginia to Roanoke, down to Winston-Salem by 220, a route under consideration by the Virginia Department of Transportation in conjunction with the I–77 route that's also under consideration.

In North Carolina, North Carolina has altered their original proposal from Rockingham to the coast a little above or right at New River, North Carolina, into 17, down to Charleston, South Carolina.

So these are some of the items that are under consideration in the total I–73 proposal. What we want to conclude and say is that we still maintain from the very beginning that this highway is a highway that is a need to our people in the eastern region of the United States, and we earnestly ask your support for the construction and the legislation of this highway.

Thank you.

One other comment. I'm sorry. A group of people from Blacksburg, Virginia asked that I present some petitions, which are in here with thousands of names from people from Blacksburg, Virginia that have asked that I present this as opposition to the highway running through their community and in support of the I–77 corridor.

Mr. RAHALL. Thank you very much, Nelson, and the entire panel. You've presented some excellent testimony in a very effective manner. A lot of homework and a lot of preparation has gone into this, and I salute each of you for the time that you have devoted to this project.

Also, Nelson, I'm glad you recognized your coordinator, Beverly Wellman, who does an excellent job of keeping you guys together.

I want to also recognize two distinguished West Virginians who are with us, sitting back at the press table, Tom Colley, the editor of the Bluefield Daily Telegraph, accompanied by Barbara Hawkins of the same newspaper. We want to welcome them to the subcommittee today as well.

Mayor Cole, you mentioned in your testimony some powerful unemployment figures for the region along Route 52, and of course, we know those figures are actually low, because the real unemployment is much higher. Those that have given up trying to find jobs, those that perhaps are commuting to North Carolina during the week and then coming home to West Virginia on the weekends, those figures are not counted in our unemployment figures.

You gave a powerful statement here. We've paid our dues. You cite the fact that we've paid dearly in terms of money, high unemployment, quality of life, and a high fatality rate, and I think also it should be added that our workforce has paid dearly as well. We have a workforce, many of whom are unemployed now, which was formerly engaged in the most hazardous occupation in this country, coal mining; individuals who have gone into the bowels of our earth

on a daily basis to help produce a resource that has fueled our Nation.

So this is certainly a vital area that has paid its dues not only in terms of our State, but in terms of our Nation and the future, and I think your testimony points that out very well.

Nelson, you outlined six points in your testimony guiding the routing of I–73. In point number five, you recommend that I–73 should not interfere with National and State parks or rivers being considered in the National Scenic River designation. On that note, I would like to submit for the record a letter that the committee has received just today, as a matter of fact, from the National Committee for the New River in opposition to using Route 460 as part of the I–73 corridor.

[The referenced letter follows:]

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March 14, 1994

The Honorable Nick J. Rahall, Chairman
The Subcommittee on Surface Transportation
B-376 Rayburn House Office Building
House of Representatives
Washington, D.C., 20515

Dear Congressman Rahall:

We understand that on March 15 the Transportation Subcommittee of the House Public Works Committee will have witnesses who will testify about proposed routes for Interstate 73 in West Virginia and Virginia.

Since we believe that several corridors being urged for Interstate 73 in the Commonwealth of Virginia will bring unwanted disruption to rural communities in Giles and Montgomery Counties, and to a unique and treasured portion of the New River watershed, we have several comments about this. We have also attached a short resolution of our Board of Directors.

Please review and weigh our comments - which we request the Transportation Subcommittee to make part of its hearing record.

Currently, business and political leaders in the Roanoke, Virginia area are urging the Commonwealth to approve an Interstate 73 corridor through rural portions of Giles and Montgomery Counties - generally styled the "U.S. 460-220 corridor" - that will pass east into Roanoke County (the U.S. 460 portion), and then run south to Martinsville, Virginia and the North Carolina border. This last segment is the U.S. 220 portion.

The Virginia Department of Transportation (VDOT) refers to this entire corridor as "Alternatives 6 and 6A" (it is reviewing six additional alternatives), and it's this corridor that our Board unanimously opposed in the attached resolution.

We object the proposed "Route 460-220" corridor through Giles and Montgomery Counties for the following reasons:

- The National Internodal Transportation System Act (Public Law 102-240), of which the proposed Interstate 73

Internodal Transportation System that is economically efficient and environmentally sound..."

We believe that the proposed Route 460-220 (VDOT's #6 and #6A) will be neither. It is longer and more expensive - by as much as $500 million - than some of VDOT's alternatives; and in our view, will inflict serious and unnecessary environmental damage on a largely unspoiled section of the New River.

- Depending on which choice VDOT makes for this route - VDOT maps show corridors on both the right and left banks of the New River - Interstate 73 could:

* impose multiple new highway crossings on largely unspoiled reaches of the New River in Giles County;

* disrupt scenic valleys, to say nothing of their farms and villages, along tributaries such as Wolf Creek, Sinking Creek, Big Walker Creek, and Spruce Run;

* dispossess families rooted in these valleys, many of whom have settled there for generations;

* disrupt a planned "greenway" project along both banks of the river in Giles County, whose leading rationale is to encourage a tourist and recreation-based industry;

* obliterate historic covered bridges and a historic community and riparian landscape around Newport, Virginia, a recently designated National and State Historic District.

- Since a stated goal of Interstate 73 is to promote economic development, the highway interchanges and their attendant gas stations and motels, etc. (spaced every five miles or so in rural areas, according to a VDOT engineer we consulted) may greatly injure one of Giles County's best economic hopes: a tourist industry

based on the forests, clean waters and scenic vistas in the New River watershed (an important goal of the County's Comprehensive Plan).

- VDOT's "Corridor Location Study", which ranks the Route 460-220 (i.e.., the #6 and #6A) corridor as one of its top three candidates, is seriously flawed. It evaluates economic development by estimating what will develop at Interstate 73 interchanges - and that's it.

To use such a superficial analysis to support a $1.255 billion stretch of Interstate 73 is an insult to the citizens of the Commonwealth and taxpayers of the United States.

- VDOT's "Corridor Location Study" (released March 8, 1994) comments that : "Public involvement was a critical component in the I-73 Corridor Location Study."

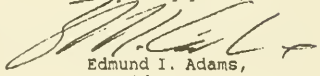
In fact, VDOT used the public comments it received prior to February 18, 1994 as an important component in its system of ranking Interstate 73 corridors.

But we know that the affected publics in Giles and Montgomery Counties are only now waking up to the disruption that the route 460-220 corridor may bring to their communities. For one thing, adequate maps were not available at VDOT's public meetings in early February. They were obtained in March because several local citizens had the persistence to contact VDOT officials in Richmond and obtain maps that were unavailable in their own Salem District.

Scores, even hundreds, of Giles and Montgomery County residents have since been meeting to request that VDOT hear their voices. But so far, VDOT has turned a deaf ear.

So what VDOT has called a "critical component" of its decision making process is, in fact, shutting out the voices of New River Valley citizens whose families and properties will be most affected by the impact of Interstate 73.

Very truly yours,



Edmund I. Adams,
President

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RESOLUTION

WHEREAS the Virginia Department of Transportation (VDOT) has released a report about alternative corridors for Interstate 73 through the Commonwealth of Virginia; and

WHEREAS the National Committee for the New River (NCNR) is an organization focused on protection of the environmental quality of the New River watershed - which includes our current project to develop a greenway and model planned unit development in Giles County, Virginia along the New River; and

WHEREAS, based on information available to the Board at this time, it appears that I-73 corridor alternatives along the present Interstate 77 (corridor alternatives 3 and 3A) are much less expensive, and will have significantly less impact on the New River watershed than alternatives 6 and 6A;

THEREFORE BE IT RESOLVED:

(1) that the NCNR generally favor use of existing Interstate corridors for I-73; and

(2) that among the alternative corridors being considered by VDOT, the NCNR generally favors the I-77 corridor alternatives 3 and 3A; and

(3) be it further resolved that the NCNR opposes the corridor alternatives 6 and 6A.

This is a unanimous resolution of the NCNR Board of Directors at its meeting in Galax, Virginia on March 12, 1994.

I certify that this is a true copy of the original.

Edmund I. Adams,
President 03-14-94

Mr. RAHALL. I also note that a very small segment around the Narrows, Virginia area is already under Federal study for designation because of legislation Representative Boucher and I have gotten through the Congress. So your point is well taken there.

Let me ask the representative from Virginia, as well as Nelson and Paul and any others that wish to comment, to elaborate on the two alternatives that are being considered by the State of Virginia. Specifically, in the event that Virginia formally adopts the Route 460/220 corridor for I–73, what would your recommendations then be to this subcommittee?

Mr. DAVIS. According to a recent study released last Thursday by the Virginia Department of Transportation, the corridor of I–77 is the first choice, with some minor alterations around Wytheville, Virginia. The 460/220 corridor would be their second choice overall rating. Then they come back to, again, another corridor of I–77 with the other alteration of the alignment around Wytheville, Virginia. So I still think that according to the cost involved, the number of vehicles served, the I–77 corridor by far has the greater advantages.

Mr. RAHALL. But if they were to come to us with that recommendation for the 460/220 corridor, what should we do?

Mr. WALKER. I might be able to answer that, Congressman, from the standpoint that our organization, as we said from the beginning, is an informal organization, but we have joined hands, we have unitedly supported the most direct route from Detroit to Charleston, South Carolina, and we still maintain that position as an informal organization.

We would be opposed to the 460/220 route. We think it would be detrimental to the efficient travel or transportation of goods and services by the most direct and efficient route.

Mr. RAHALL. Okay. I hope you understand our position, too. The whole basis of ISTEA is the involvement of State and local planning groups. That local input is vitally important, and we have to have unity at the State level before we can make decisions that can really provide for progress in the future. I just wanted to make sure you understand that.

Let me also note that yesterday's Bluefield Daily Telegraph indicated that using the I–77 corridor through Virginia would cost $790 million, while the Route 460/220 corridor would cost $1.25 billion, and I would ask that that editorial be made a part of today's hearing record, the March 14, 1994 Bluefield Daily Telegraph editorial.

[The article referred to follows:]

[From the Bluefield Daily Telegraph, Mar. 14, 1994]

INTERSTATE 73—TUESDAY'S HEARING WILL DETERMINE FUTURE

There is much at stake in the Interstate 73 proposal, obviously. Whatever routing is chosen, points along the way will get the very real benefits of new business, tourist and recreation traffic and a rash of associated developments that will translate into dollars—and lots of them.

This coming Tuesday, the Congressional Transportation Committee will have a hearing in Washington, DC chaired by Third District Rep. Nick J. Rahall, D-WV., on the I–73 proposal.

A Virginia Department of Transportation study says the proposed interstate through southwest Virginia would ideally follow Interstate 77 through Wytheville or create a new route through Blacksburg.

Roanoke and Martinsville, Bruce Clarke, the transportation department's assistant transportation planning engineer, says that upgrading I–77 would provide the most direct route and be the least expensive. He also has said that building a new interstate running parallel to U.S. 460 from Giles County to Roanoke and following U.S. 220 from Roanoke to Martinsville will bring the most economic benefits.

Clarke says the I–77 alternative would require upgrading the existing interstate, construction of new tunnels through the mountains of Bland County and the construction of a new highway through Wytheville so I–77 and Interstate 81 would no longer share a congested eight-mile stretch. That option would cost an estimated $790 million.

The U.S. 460 alternative, through Giles, Montgomery, Franklin and Henry counties, would cost an estimated $1.25 billion.

West Virginia wants the interstate to follow the current path of U.S. 52 between Huntington and Bluefield, only a few miles from I–77 at the state border.

Tuesday's hearing will have much to say about the future of this proposal, and about where it will go.

It is difficult to calculate the full benefits of a highway like Interstate 73. Suffice it to say that over the long haul, those benefits would be colossal.

Thus, Tuesday's hearing will be a part of the process that will help determine, ultimately, which communities will prosper and which ones will not.

Mr. RAHALL. On that point, let me further ask the entire panel this: would you say that Virginia should perhaps pay 100 percent of the difference in the two costs if they recommend that particular corridor and decide not to use the cheaper I–77 corridor?

Mr. DAVIS. I haven't heard any studies on that. I don't know how to answer that.

Mr. RAHALL. Any recommendations as to whether Virginia should pick up the difference in cost themselves?

Mr. DAVIS. Well, that's a tremendous cost, and I don't think Virginia is in the financial condition to absorb that additional cost.

Mr. WALKER. Again, if you were transporting product from Ohio to the ports of South Carolina and had to go an indirect route, you won't do it. If you're a tourist going from Ohio to Myrtle Beach or from Myrtle Beach back to Ohio, you're not going to take an indirect route to get to where you're going. The route is self-serving to an area, and they've got 81. Highway Interstate 81 goes to Roanoke. They've got four-lane 460 that goes to Roanoke. To serve Roanoke with an additional four-lane interstate highway, really I can't envision it as being in the best interest of the Federal tax money.

Mr. RAHALL. Well, we'll leave this point. We do have a panel of Virginians that will be testifying later this morning.

Let me ask you, Mayor, or anybody from North Carolina: as I understand it, North Carolina has officially changed its proposed I–73 routing from what was originally submitted as part of NHS. Rather than entering South Carolina using Route 1 out of Rockingham, the State now proposes to use a corridor heading east out of Rockingham toward Columbus, and then entering South Carolina in order to hook up with Myrtle Beach. Is that accurate, and if so, do you support it?

Mayor KINDLEY. Yes, that is accurate, and we do support it.

Mr. RAHALL. What is the situation in South Carolina? Are you aware of that? Are they changing their proposed I–73 corridor to comport with what North Carolina is doing?

Mayor KINDLEY. There have been several meetings with members of the South Carolina Department of Transportation, but at this particular time, no conclusion has been reached on any decision, and not anything has been worked out. I'm hopeful to meet with them in the near future and something can be worked out.

I'd like to ask, if I may at this time, I have with me the Deputy Secretary of Transportation, Garland Garrett, if he would maybe like to make further comments on this.

Mr. GARRETT. Thank you, Mayor.

Chairman Rahall, thank you for the opportunity. We in North Carolina, the reason we changed that corridor, we were under the impression that South Carolina was going to leave U.S. 1 and go directly to Charleston. When they made that submission, they made it from Florence to Myrtle Beach and then to Charleston, South Carolina.

Looking at it from that perspective, we felt like it was in the best interest of North Carolina to keep the corridor in North Carolina as far as possible to benefit the tourist business along our coast and to enhance the port facility at Wilmington. Therefore, we made that change to tie in with South Carolina at U.S. 17, which would be advantageous to Myrtle Beach and to the Charleston port area.

I would also like to comment, if I may, in reference to the 220 route in Virginia. As I said, we selected the route using existing corridors. We didn't add any new mileage. We took the most direct route possible. On 220, we would have to come into North Carolina and to then veer over, if we follow legislation, to Winston-Salem and then come back, and economically we do not feel like that's in the best interest of the taxpayer or the region.

We do have in our TIP, the transportation improvement program, which is our seven-year plan, to upgrade 220 from the Virginia line down to Greensboro, and that will be a four-lane facility. So we feel like we are serving a need there to improve that corridor in itself. We feel like the I–73 corridor, as most of the gentlemen on this panel have already stated, made the most direct route and the most beneficial route to the taxpayer and to the citizens of North Carolina.

Thank you.

Mr. RAHALL. Gentlemen, let me ask one final question with respect to the State of Michigan, noting that the proposed NHS from that State does not show any type of I–73 routing. The testimony submitted by this panel includes a letter dated February 8, 1994, indicating the State is still examining this matter. Does anybody on the panel have any indications as to when that decision will be made by the State of Michigan?

Mr. WALKER. Is that in reference to Virginia, Congressman?

Mr. RAHALL. Michigan.

Mr. WALKER. Oh, Michigan. No, sir.

Mr. CADWALLADER. If I can speak to the point, Ohio has met with Michigan, being the contiguous State, and there is a certain Route 223 that goes from Toledo in the direction of Lansing, Jackson, and then on up. They have told us that that would be the preferred corridor for them at a meeting that included the Michigan DOT people. They do have the alternative that is shown on the map, and I think we're going to go through that as this corridor gets better defined. There will be alternatives eliminated because in fact alternatives are required in Federal Highway Administration studies.

I think that there is no problem between Ohio and Michigan. They just are fairly late in getting on board this corridor concept.

They had a competing corridor at one time a couple of years ago, but now they're on a much faster track to keep up, and they're organizing within Michigan the same types of organizations that the other States have.

Mr. WALKER. Their written comments, Congressman, are in our information that we presented to you.

Mr. RAHALL. Okay. Thank you, Nelson.

Mr. GARRETT. Mr. Chairman, if I may add one other thing that I failed to do, we do have communications with Virginia and with South Carolina. In fact, we're meeting with South Carolina officials on April the 20th to further discuss not only this issue, but other issues affecting our borders along the entire border. I do feel like we will meet a resolve to the issue, but I also feel that if there cannot be a solution, that should be a mechanism to clear up those issues at each border.

Mr. RAHALL. That concludes my questions. I again want to thank the panel and note the presence of our full committee Chairman, the distinguished gentleman from California, Mr. Mineta.

As you pointed out in your testimony, Nelson, Chairman Mineta was so kind with his time back in September of 1990, when he visited Welch, West Virginia, and you've made a lot of your testimony based on the five points that he enunciated at that time.

I just want to recognize the Chairman, if he has any comments he wishes to make.

The CHAIR. Well, it's great to have this panel here, and I appreciate the testimony that's been presented by everyone. We've got a very large job or, I should say, Chairman Rahall has a very large job of having a box this large with a package that's been delivered to him that's this large, and how to squeeze everything in there or make sure that the national needs are being met, because these are so important in terms of local economic development.

So I know that this panel is going to have some very tough negotiations going on, but we do appreciate your taking time from your own busy schedules to be here to offer this testimony. Thank you very, very much.

Mr. WALKER. Thank you, sir.

Mr. RAHALL. Thank you, Chair Mineta.

Just one second. We have another distinguished Member of our subcommittee—as a matter of fact, he's Vice Chair of the subcommittee—a dear colleague of ours from the State of North Carolina, who has been very valuable in his input and the leadership that he has provided over his tenure in the Congress—and today happens to be his birthday. So I recognize the distinguished gentleman from North Carolina, Mr. Valentine.

Mr. VALENTINE. Thank you very much, Mr. Chairman.

I forgive you for trying to leave before I got a chance to ask a question and make a brief statement.

I want to say, Mr. Chairman, that I strongly support the North Carolina Department of Transportation's designated corridor for the routing of Interstate 73. Mr. Kindley is a member of the North Carolina Board of Transportation and has been an active member of the I–73 Association.

In addition, I would like to remind us all and say for the record that our colleague from North Carolina, Representative Steve Neal,

had language included in ISTEA which designated Winston-Salem as part of the I–73 high-priority corridor.

I think this question has been asked, Mr. Chairman, but I want to be sure about it. I understand that there may be an effort to route I–73 into North Carolina following U.S. 220, and, Mr. Garrett, could you comment on the NCDOT's position with respect to this? I think you already have, but if you'd reiterate that briefly.

Mr. GARRETT. Thank you, Mr. Valentine.

And, Mr. Chairman, I want you to know we treasure Mr. Valentine and his service to North Carolina. He's been a great leader for us, and we're going to miss him when he retires. He's just been great, and we appreciate that leadership that he's offered.

As I said earlier, Congressman, 220, I think, would not be in the best interest of everybody concerned. It sort of makes a zig-zag if we go through Winston-Salem, and we feel like the I–77 corridor following 52 over to Winston-Salem and then 311 to High Point and 220 down to Rockingham would be the best selection for the taxpayer and the most economical route and would create more economic development.

As I said earlier, we have programmed 220 from the Virginia line to Greensboro to be four-lane and upgraded, so they will have an advantage of a four-lane highway coming through that corridor.

Mr. VALENTINE. One more question. Since existing highways will be used, I'd like to ask the panel to tell us how this would affect the control of outdoor advertising. I'm not one who wants to see billboards abolished completely, but soon after Interstate 95 was completed, a large section of it was inundated by dozens of highway signs advertising a place right over the line in South Carolina, signs, most of which, I think are in poor taste, if not completely obnoxious.

I don't know how close this highway is going to come to that place in South Carolina, but are we going to open up another corridor from the beautiful area around Detroit all the way down to South Carolina and have to look at those signs from Bluefield, West Virginia all the way down that route?

Mr. WALKER. Congressman, we didn't address that in our organization per se, but I certainly think a lot of us——

Mr. VALENTINE. Well, I suggest that ought to be something that—you know, I've even thought about things like a class action lawsuit. You see those things, there are probably 200 or more of them, and all of them are silly, and most of them are in poor taste, and I hate to travel down that highway when I go to Charleston. I went to school in Charleston. It's a lovely city, a second home.

Well, I've probably already said enough. I just hope that we can keep that in mind. You know, a certain amount of that sort of thing is helpful and useful, but I think that is an example of a situation to be avoided in the future.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you, Tim.

As I dismiss the panel, let me note that also in attendance, and he has been very effective and helpful in his leadership on the I–73/74 corridor, is my colleague from across the river in the State of Ohio, Representative Ted Strickland. He is here with the Mayor of Portsmouth, Ohio, as well.

Ted, would you like to introduce the Mayor?

Mr. STRICKLAND. Yes, if I may. This is Mayor Frank Gerlach, the Mayor of the great City of Portsmouth, Ohio. Mayor Gerlach has worked for months on this project, and I'm just proud to have him up at the witness table.

Mr. RAHALL. I know that very well. We've been in many a meeting together. Thank you, Ted.

Again, gentlemen, thank you very much for your well-prepared testimony today. We appreciate it.

The subcommittee is now going to backtrack and hear from a very valued Member of our full committee, the great gentlelady from the State of Michigan, the Honorable Barbara-Rose Collins.

Barbara, we welcome you to the subcommittee, under your full committee, and thank you for the excellent leadership and very effective representation you have provided this Congress and the people of the State of Michigan. You may proceed as you desire.

TESTIMONY OF HON. BARBARA-ROSE COLLINS, A REPRESENTATIVE IN CONGRESS FROM MICHIGAN

Mrs. COLLINS. Thank you very much, Mr. Chairman, for those kind words. I thank you for the opportunity to testify today and to bring to you the concerns of the citizens of the 15th District of Michigan.

Let me begin, Mr. Chairman, by commending you for your efforts to improve our Nation's infrastructure and transportation systems. I know that all of our colleagues appreciate the hard work you have put into recognizing our needs and improving our Nation.

I am from Detroit. In Detroit, we know transportation. Detroit installed the country's first traffic light in 1915 and built the first urban freeway in 1942. Detroit also shares the first auto tunnel between two nations—Canada and America. Today I want to draw your attention to two transportation issues that warrant special attention—border crossings and urban transportation.

On January 11, Secretary of Transportation Peña announced the completion of the Department of Transportation's Congressionally mandated assessment of border crossings. I want to thank my colleagues for supporting this study and recognizing its need in ISTEA in 1991. The report emphasizes for the first time that communities adjoining busy border crossings face special burdens from trade-related traffic, and, importantly, it finds that border States have not allocated sufficient Federal highway funds to border communities for improvements to border crossings.

I want to stress today that these problems are real every day, especially in Detroit, and many of the needs of our busiest border crossings cannot wait for reauthorization of ISTEA in 1997. For this reason, I have submitted to this subcommittee a border crossing project for authorization during our consideration of designation of the National Highway System.

My first request, improvements to approaches to the Ambassador Bridge, would mitigate congestion, hazards, and confusion at the busiest total traffic and commercial crossing on the United States-Canadian border, with 8.2 million bidirectional vehicles in 1992, including 1.7 million trucks. This project, at a Federal cost of $15.6 million, is tailored to meet the immediate and pressing needs of

this vital border crossing until border issues are broadly addressed in 1997.

I also want to highlight the plight of urban areas under ISTEA. The fact is that many States continue to funnel more money to non-urban areas than to cities. For example, according to the Department of Transportation, about 81 percent of travel on the principal arterial and higher functional system occurs on the urban portion of the system, but in the first two years of NHS funding under ISTEA, States spent over 70 percent of their NHS funds in non-urbanized areas. I hope our committee can examine issues such as urban suballocations and other remedies to this persistent problem faced by America's cities.

I have submitted two other projects to the subcommittee in an effort to respond to this situation as it relates to Detroit. Since Detroit is one of few major cities in the world without a rail station, I have requested funding of a Detroit passenger intermodal center at a Federal cost of $12 million. This center will serve as a rail station, city and intercity bus terminal, and taxicab hub. Passenger rail is a vital link between Detroit and cities such as Chicago and New York, but to catch a train today, a Detroiter must go to Dearborn. This is a situation that is simply unacceptable.

Also, I have requested additional funding for a project to reopen East McNichols Road, a major thoroughfare in Detroit which was cut in two by expansion of Detroit City Airport, at a Federal cost of $51,135,600. By constructing a tunnel under the city airport, this project will reduce intercity traffic congestion, increase economic activity, and allow for continued expansion of the city airport.

I understand the constraints and the multitude of requests that this subcommittee faces in altering ISTEA this year, but in Detroit, where unemployment is pervasive and we have yet to feel the effects of the economic recovery, these projects will bring jobs and hope. These projects are an excellent investment in infrastructure and, moreover, an excellent investment in the people of Detroit.

Thank you for your time, Mr. Chairman, and I'm free to answer any questions you may have.

Mr. RAHALL. Thank you very much, Barbara-Rose. I note that you were very responsive to the 18 questions the subcommittee asked and responsive in a timely manner as well. These projects enjoy the support of the State by being on their TIP plan, is that accurate?

Mrs. COLLINS. That's right.

Mr. RAHALL. Okay. I have no specific questions. Barbara-Rose, again, thank you for your patience this morning and your excellent testimony. We appreciate it.

Mrs. COLLINS. Well, thank you for allowing me to participate.

Mr. RAHALL. Trying to get back on schedule here now, we're going to hear from another one of our colleagues, from the State of Virginia, the Honorable Norm Sisisky, and I will allow Norm the pleasure of introducing the distinguished Mayor and city manager who are with him.

Norm, we welcome you to the subcommittee. You have talked with me personally on this project a number of times, and we value your leadership and very effective representation in the Congress. Welcome.

TESTIMONY OF HON. NORMAN SISISKY, A REPRESENTATIVE IN CONGRESS FROM VIRGINIA; AND HON. WILLIAM E. WARD, MAYOR, CITY OF CHESAPEAKE, VA, ACCOMPANIED BY JIM REIN, CITY MANAGER, CITY OF CHESAPEAKE, VA; JOHN A. O'CONNOR, DIRECTOR OF PUBLIC WORKS, CITY OF CHESAPEAKE, VA; AND MARY ANN SAUNDERS, ASSISTANT TO THE CITY MANAGER

Mr. SISISKY. Thank you, Mr. Chairman. I hope you really mean that when the time comes. [Laughter.]

I just want to tell you, I'm not here to argue about I–73. I hope you don't think this is the panel that is doing that.

Mr. Chairman, Members of the committee, I'm glad to have the opportunity to express my support for a project that's very important to the people of southeastern Virginia, North Carolina, and, of course, many other States throughout this country. I know you have many witnesses today, so I'll try to keep it very short.

Battlefield Boulevard, also called Route 168, is an extremely congested—and I underline "extremely congested"—highway that stretches from I–64 in Chesapeake, Virginia to the North Carolina State line. Some of you might know this route, because it's the easiest way to get to the North Carolina Outer Banks from Washington, D.C. and the rest of northeast North Carolina.

If you've driven along Route 168, you can't help but notice the congestion, and the main reason it's so crowded is that 80 percent of the traffic comes from outside the area. Of course, this is a great inconvenience to the local residents, but it's also a dangerous situation. Battlefield Boulevard is the primary hurricane evacuation route for the Outer Banks. That means 200,000 tourists and 39,000 North Carolina residents might all have to share this clogged two-lane highway in an emergency.

To address this serious safety concern and help relieve congestion on Battlefield Boulevard, the City of Chesapeake is requesting $9.5 million. Local officials in Virginia and North Carolina have recognized the seriousness of the problem and have made this project a top priority. In addition, I know Congressman Lancaster has expressed his support, as well as Senator Robb and the Virginia General Assembly.

I hope my distinguished colleagues on the subcommittee will agree that funding for this project is critically necessary. If you don't believe what I'm saying about the congestion there, we have an eight-minute film, which we're not going to show you, but if you or your staff ever want to see this, you would not believe how 10 miles could stretch out to one hour or more, which prevents emergency vehicles from getting through.

Mr. Chairman, I want to thank you very much for the opportunity to testify this morning. As you said before, it's my honor to be joined today by the Mayor of Chesapeake, Virginia, who's also a very close friend, the Honorable William Ward. Mayor Ward will give you a fuller picture of why the Battlefield Boulevard project is so important, and he can answer any questions you might have.

Mayor WARD. Thank you very much, Congressman Sisisky, Chairman Rahall, Congressman Petri, Congressman Barca, and distinguished Members of the subcommittee. Good morning, and thank you for this opportunity. I'm honored to be before you today

to request funding assistance for South Battlefield Boulevard, State Route 168, in Chesapeake, Virginia.

This road serves as the primary route for traffic to the resort areas of North Carolina's Outer Banks, which we hope that you will come and visit during your spring break as you come through Chesapeake, Virginia. As you know, this is the road to Cape Hatteras, Nags Head, and eastern North Carolina, where both commuters and commercial and agricultural traffic converges. So we're talking about a Virginia-North Carolina linkage.

In the interest of time, I will highlight several critical elements not mentioned by Congressman Sisisky, which I noted in my written comments and fully explained in the city's response to the subcommittee's criteria. As a point of reference, I have attached a more detailed map showing the project's location, and there is a map displayed here showing the 10-mile area we're talking about.

Due to the fact that the existing two-lane road carries three times its design capacity, with 80 percent of it being through traffic, our road has in effect been taken away from us—I repeat again, our road has in effect been taken away from us—by transient traffic.

As mentioned by Congressman Sisisky, the road serves as a hurricane evacuation route. In the fall of 1993, as Hurricane Emily approached the North Carolina coast, mandatory evacuation orders were given, and for two days South Battlefield Boulevard experienced almost total gridlock as many of the 200,000 visitors and 40,000 residents fled north to safety inland through Chesapeake.

Since 1979, there have been 14 fatal accidents, with over half being head-on collisions. The average accident rate is 73 per year. Chesapeake's police, fire, and emergency medical services response efforts are hampered due to this congestion. The lives and property of residents and motorists alike are jeopardized because the congestion causes delays. Northeastern North Carolina medical patients also experience the same threat, as the majority of ambulance runs are to the medical facilities in Norfolk and Chesapeake.

It is not only in emergency situations that the traffic on South Battlefield Boulevard becomes unbearable. In fact, the everyday lives of local residents, businesses, and farmers are so disrupted by the traffic that it has become a controlling factor in their lives. One elderly couple has related counting 150 cars before being able to get out of their driveway and onto the highway.

People living along the road in both Virginia and North Carolina must leave their homes before or after peak time to do everyday errands. Many avoid going out at all to avoid the gridlock, and on a personal note, I can relate this story last year when my wife and I went to visit friends in Nags Head and it took us at least three hours to get to the North Carolina line, and I live in the Greenbriar area, which is only 11 miles away.

The cost of the proposed project has always exceeded the city's and State's ability to pay for it. Over the last 15 years, the city and State have spent over $40 million in improvements. While the improvements have been helpful to the city, they have shifted the congestion out of the urban areas in Hampton Roads to rural southern Chesapeake. The city has directed its meager resources to numerous lesser-cost projects and completed them. The need for

this project is a result of simply being the only direct road between Interstate 64 and northeastern North Carolina and the Outer Banks.

Lastly, the support for this project, as indicated by Congressman Sisisky, is universal. Within the Commonwealth of Virginia, the General Assembly recently adopted a resolution memorializing Congress to provide funding for this project through this authorization process. Secondly, the Virginia Department of Transportation is also very supportive. Third, the Hampton Roads metropolitan organization listed it as one of its top-priority unfunded projects for the region. Fourthly, the affected North Carolina Counties of Dare and Currituck have also gone on record in support of this project.

Of course, the citizens of my great City of Chesapeake have been asking for this project for over 25 years. On behalf of the citizens of Chesapeake, 171,000, I would ask your assistance in funding $9.5 million for one-half of the cost of engineering and right-of-way.

I appreciate your undertaking this process and will be pleased to answer any questions. I have with me today City Manager Jim Rein, to my left, Public Works Director John O'Connor, and the assistant to the city manager, Mrs. Mary Saunders.

Thank you, sir.

Mr. RAHALL. Do any other of the individuals wish to make a statement?

Mr. REIN. Well, Mr. Chairman, thanks for the opportunity. We were requested to be very brief, so we requested the Congressman and the Mayor to make the comments. I would just emphasize those already made, that this is a major problem in the City of Chesapeake, as the Mayor said.

We have universal support. There are no objectors to this particular proposal. It's a two-State proposal. The Counties of Dare and Currituck in North Carolina are very supportive and enthusiastic about this project. It's very important for all concerned, and we're requesting your assistance on this matter.

Thank you.

Mr. RAHALL. Gentlemen, thank you for your testimony. I note that you were very responsive to our 18 questions and responded in a timely manner. I do have one question that appears uncertain at this point. Is this on the State's Transportation Improvement Plan?

Mr. REIN. Yes, it is.

Mr. RAHALL. We were in question about that.

Mr. REIN. It's not fully funded. It's in the plan.

Mr. RAHALL. Yes. The question was not about the funding, but whether it is on the State Transportation Improvement Plan.

Mr. REIN. Yes, sir, and recently, as noted, it's been included in the National Highway System, and also the State has just passed a resolution requesting support. It's recognized by the State as a need also.

Mr. RAHALL. It is on the National Highway System as submitted by the Secretary?

Mr. REIN. Yes, sir, both States. Of course, we're only talking about the portion in Virginia, but both North Carolina and Virginia have had it designated as part of NHS.

Mr. RAHALL. Yes, they submitted it to the Federal Department of Transportation. Is it on the Federal submission to us?

Mr. REIN. Yes, sir, it is.

Mr. RAHALL. It is?

Mr. REIN. It is, from both States.

Mr. RAHALL. All right. I note also that we have a letter of support from Senator Robb on this project.

Mr. REIN. Yes, sir.

Mr. RAHALL. Norm, thank you very much.

Mr. SISISKY. Mr. Chairman, thank you very much. Really, this is probably the first or second time I've ever appeared before this committee, and this is really of primary importance not for just my people, but people from other States, and there's a safety factor here, and I wish that you really would consider that. We saw that last summer with the hurricane. So anything you can do, I'd really appreciate it.

Mr. RAHALL. Thank you, Norm.

Let me recognize the ranking minority Member, Mr. Petri.

Mr. PETRI. I just wanted to thank you, and we will be working with you. And your colleagues should know they're well represented.

Mr. SISISKY. Isn't that kind. Thank you.

Mayor WARD. Thank you very much.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you.

The subcommittee will now hear from another distinguished colleague of ours, the gentleman from the State of Virginia, who has been a valued Member of this body, the Honorable Herb Bateman, and he is accompanied by Mr. Robert C. Gibbons, the Chairman of the Stafford County Board of Supervisors.

Herb, we welcome you to the subcommittee, and we thank you for your very effective leadership over a number of years, and your friendship as well.

TESTIMONY OF HON. HERBERT H. BATEMAN, A REPRESENTATIVE IN CONGRESS FROM VIRGINIA, ACCOMPANIED BY ROBERT C. GIBBONS, CHAIRMAN, STAFFORD COUNTY BOARD OF SUPERVISORS

Mr. BATEMAN. Well, thank you very much, Mr. Chairman, Mr. Petri, other Members of the committee. I'd like to thank you for affording me the opportunity to speak on behalf of my request for two highway projects that are of critical importance to the 1st District of Virginia. Those requests are for $73.5 million to expand the George P. Coleman Bridge on the York River from two lanes to four lanes, and $32.6 million to construct an interchange on Interstate 95 in Stafford County, Virginia.

I've already provided the committee with detailed information on both of these projects, and I will not take your valuable time by discussing them in great detail here. I would, however, like to briefly expand on the reasons I believe the Federal Government should help finance them.

Let me begin by noting that both projects are located on the National Highway System and are linked to the strategic highway network by U.S. Route 17.

With regard to the Coleman Bridge expansion project, let me begin by noting that the committee previously recognized the need for Federal financing when it appropriated $13.5 million for planning and construction in the 1987 and 1991 highway bills. I believe the committee should continue its consistent recognition of the need for Federal involvement in this matter.

Much of the $95 million cost of the effort to expand the bridge is due to the upriver location of the Yorktown Naval Surface Weapons Station and the Cheatham Annex Naval Supply Center. The river traffic generated by these facilities, which account for almost 90 percent of the total traffic in the area, requires the presence of a costly high-level swing span and has effectively foreclosed the Commonwealth's ability to pursue other less costly alternatives.

I might also note that the Commonwealth of Virginia has decided to finance the expansion project with tolls, which will be primarily borne by local residents who commute to military bases, Federal facilities, and Newport News Shipbuilding on Virginia's lower peninsula, the shipyard being the largest single-site employer in the southeastern United States. The impact of a toll and this aggravation of the ongoing defense drawdown, which impacts my district, troubles me greatly.

The proposed interchange on Interstate 95 in Stafford County, Virginia presents a different, but compelling argument for Federal involvement. I think it is important to point out that Stafford County has already devoted $10 million toward this project. Also, the Federal Highway Administration has approved the layout and location of the interchange, and Stafford County has secured commitments for 100 percent of the right-of-way needed to construct the project. Stafford County, a bedroom community of our Nation's Capital, has experienced a growth rate of 51 percent in the 1980s. The majority of the county's new residents are Federal civilian and military personnel.

Growth in a community is undeniably a boon in many instances, but it also brings many attendant problems, such as traffic congestion and air pollution. The I–95 exchange is an integral part of the county's effort to respond to these challenges. It will provide the main link to the new general aviation reliever airport, which was recently approved by the Federal Aviation Administration, and access to a station along Virginia's major commuter rail link with the District of Columbia, the Virginia Railway Express. It also will enable the county to manage the growth and development, much of which is federally connected and will surely continue well into the next century.

I believe that it is appropriate that the Federal Government assist Stafford County in its efforts to address this increasing suburbanization of the area near the Nation's capital through thoughtful planning and increased access to intermodal transportation.

I would again like to close by thanking you, Mr. Chairman and Mr. Petri, once again for allowing me to appear, and I'd be happy to answer any questions you may have.

And thank you for pointing out the presence here with me today of the Chairman of the Stafford County Board of Supervisors, Mr. Robert Gibbons. He and I flipped to see who would make the state-

ment on behalf of the Stafford County interchange, and I lost, and, consequently, I made the statement.

Mr. RAHALL. Mr. Gibbons, do you want to make a statement?

Mr. GIBBONS. No. I think brevity sometimes, Mr. Chairman, is the best virtue.

Mr. RAHALL. Well, our full committee Chairman is not here at this moment, but as he says, every minute you cut short your testimony means another $1 million. [Laughter.]

Thank you very much. I have no specific questions, except to note, Herb, that you were responsive to our 18 questions and responded in a timely manner, and that both projects are on the State Transportation Improvement Plan as well, showing the State's support.

Mr. BATEMAN. Yes, they are indeed, Mr. Chairman. Thank you very much.

Mr. RAHALL. Thank you.

Let me call upon the ranking minority Member, Mr. Petri, for any questions he may have.

Mr. PETRI. There are Federal installations in the area, and I think they do account for some of the increase in——

Mr. BATEMAN. The Federal implications are very, very pronounced on both projects.

Mr. RAHALL. Thank you, Herb.

Well, we're pretty close to back on schedule now, and we're going to hear from a panel consisting of several of our colleagues: the Honorable L.F. Payne; the Honorable Bob Goodlatte; the Honorable John Warner, a distinguished Member of that other body; Mr. George W. Lester II, Chairman of the Job Link Committee; and Mr. William D. Goldston, Jr., Vice Chairman, the Job Link Committee.

L.F., Bob, Senator Warner, we want to especially welcome you to the subcommittee. Thank you very much for the effective leadership each of you provides and the representation that you provide the neighboring State to my State of West Virginia, the State of Virginia.

Senator, would you like to lead it off?

TESTIMONY OF HON. JOHN WARNER, A U.S. SENATOR FROM VIRGINIA; HON. L.F. PAYNE, A REPRESENTATIVE IN CONGRESS FROM VIRGINIA; HON. BOB GOODLATTE, A REPRESENTATIVE IN CONGRESS FROM VIRGINIA; GEORGE W. LESTER II, CHAIRMAN, THE JOB LINK COMMITTEE; AND WILLIAM D. GOLDSTON, JR., VICE CHAIRMAN, THE JOB LINK COMMITTEE

Senator WARNER. Thank you, Mr. Chairman, and I welcome the opportunity to appear before this committee. As you know, I'm privileged to serve on the counterpart committee in the United States Senate, and I'm fully aware of the importance of the decisions that you have to make and the fact that you have to take into consideration the wide variety of perspectives that you've heard today and will continue to hear on this key question.

Mr. Chairman and the distinguished ranking Member, I would like to accept your $1 million-a-minute rule and submit my testimony and come to a point which I haven't fully explored in the

written testimony, but I will do orally. That is, as I do my work on the Senate side and look at issues like this where there's a balance of viewpoints, I try and find what I call a foundation on which to build a decision, and I think it's implicit in the position that Mr. Payne and Mr. Goodlatte and I and others take and, I think, eventually the Governor, together with our various levels of State tribunals that have a voice, will take.

That is, looking back over the 15 years I've been in the Senate and the various projects with which I've been associated, a former colleague of yours, Caldwell Butler, and I many years ago were able to secure the funding to build in Roanoke County a modern, large airport, the hope at that time being—and we had reason to hope—that it would become a hub airport. Regrettably, that has not developed.

Nevertheless, in place is a very significant investment by the American taxpayers—not just the taxpayers of Virginia, but the taxpayers of America—in a large airport. This route embraces that airport in such a way that the American taxpayer can now more fully realize that significant investment. This route will enable the airport to become again a gathering point for passengers coming to and from that geographic area and our State, and I think that would be a foundation point for I and this committee on which to predicate a decision.

That covers my basic testimony, and I'll now yield and pick up my several million dollars for this project, by the way, and yield to my good friends Mr. Payne and Mr. Goodlatte and return to the other body.

Thank you, gentlemen.

Mr. RAHALL. Thank you very much, Senator, for your testimony.

Mr. GOODLATTE. Mr. Chairman, I thank you very much also for holding these hearings on a matter that's of great regional economic importance. I'd also like to submit my testimony for the record and make some comments about some of the related issues.

First of all, this is a route that includes the major economic and population centers of southwest Virginia. We're proposing that we have Interstate 73 go through or near the Roanoke Valley. The route would include the Roanoke Valley, the New River Valley, and the Martinsville/Henry County areas. These are the largest population centers in southwest Virginia, and this route would benefit 10 times as many people as any of the other alternative routes that do not go near the Roanoke Valley.

It includes the two communities nearby that have already been designated in the legislation—Bluefield, West Virginia, as well as Winston-Salem, North Carolina—and we think that it's very important that these communities be tied together. The roads are already in the National Highway System, Route 460 and Route 220, along which much of what this interstate highway would run, so we would not be asking for any new roads to be put into the system, and we'd be very much in compliance with the National Highway System and in compliance with the purposes of ISTEA.

The study that's been performed by the Virginia Department of Transportation, which is being made available to the committee, ranks the route that we're proposing number one in economic development and number one in public support. That study leaves

out some rather vital other considerations that would make this route even more preferable.

First of all, I think, is the regional connections, the benefit to southern West Virginia, particularly the Bluefield area, of having a new interstate connection with the New River Valley, Virginia Tech, and the Roanoke Valley. The research that is going on at Virginia Tech related to the Smart Highway along which this route would run would also be a major economic benefit to the area. It also would be a vital connection between southwest Virginia, the Roanoke Valley, Martinsville, and the Piedmont triad of North Carolina, particularly Winston-Salem, but also High Point and Greensboro, and it would be a vital connection that is needed in that regard.

Perhaps the most important thing that's left out of the Department of Transportation study which ranks this, again, as the number one route in economic development and public support is that it does not consider the safety considerations. Route 220 between Roanoke and North Carolina right now is a 50-year-old highway that has considerable difficulties with regard to safety. There have been 40 highway fatalities on that route in the last five years, as well as more than 1,100 injuries. So the improvement of that highway by putting an interstate through there would be a vital safety improvement.

Finally, the economic development considerations beyond those studied in the report are also very important. The report only deals with job creation at the interchanges along the highway, and, again, it ranks number one in that regard, because it has 34 new highway interchanges that would create more than 5,000 jobs. By comparison, a route going down Interstate 77, which adds nothing new to the area, would only create 49 jobs.

However, that does not take into account the overwhelming economic impact in manufacturing and in service jobs in the New River Valley, the Roanoke Valley, and Martinsville that would be created because of the vastly improved connections all over the eastern part of the United States for communities like Bluefield and Roanoke and Martinsville.

So we would urge that the committee consider this alternative and also consider that the estimates of the Virginia Department of Transportation related to the cost of these two projects would actually indicate a greater cost for putting the highway down the current route when you consider that Route 220 and Route 460 are already in the National Highway System proposal and would have to be upgraded at a substantial cost, far greater than the additional cost of building this route. So not only are we going to have the greatest economic impact and the greatest safety improvement, but we're also going to have an economical project that will justify itself in terms of cost.

Finally, in terms of the support of the communities in the area, it's been overwhelming for a route that would take it through the Roanoke Valley and down through Congressman Payne's district in Franklin and Henry Counties. I have here just a sampling of the outpouring of support that we've received all across the district. We have here letters from a number of individuals, starting with Senator Robb, who is not with us here today, but has written to the

chamber of commerce in Roanoke indicating his support, along with a number of other communities in the area, chambers of commerce, and other organizations that recognize the vital need for this economic development for southwest Virginia.

I appreciate the time to testify. Thank you, Mr. Chairman.

Mr. RAHALL. Thank you. Before recognizing L.F., Bob, let me just ask you a question on a point you just made about the 460/220 corridor already being on the NHS as submitted to us by the Secretary. Does that not, then, provide adequate priority and funding from the State to upgrade that corridor, regardless of whether it's called I–73 or not? If I–73 were to continue along the I–77 corridor, would not the State still be able to use Federal funds to upgrade the 460/220 corridor however it sees fit?

Mr. GOODLATTE. It would, but I think that upgrading it to interstate quality would make more sense, to go ahead and do that and not duplicate that effort, both doing it on Interstate 77 and on those corridors for a greater cost, than simply putting the interstate highway through that area. Plus, the connections and the value of having an interstate highway designation in terms of economic development I think would be a paramount consideration.

I forgot to mention also, Mr. Chairman, that there has been some question about the economic development validity of the study that's been submitted by the Department of Transportation. They have a more in-depth study that will be made available, I'm sure, in the near future that confirms and even magnifies the benefit that would be created by this route.

Mr. RAHALL. Thank you. We'll pursue that further in the questioning period.

I didn't mean to take away from your time, L.F.

Mr. PAYNE. Thank you very much, Mr. Chairman, and thank you, Mr. Petri, as well for allowing us this opportunity. And Chairman of the full committee, Mr. Mineta, thank you very much for allowing us to be here. It's nice to be back with this committee and the subcommittee.

I have with me today Mr. George Lester, who's the President of the Lester Group in Martinsville, Virginia, and Mr. William Goldston, who's a former State Senator from North Carolina, representing an important partnership between the private industries of our two States, and this is called Job Link.

Together, we're here representing the citizens of Franklin and Henry Counties and the City of Martinsville in Virginia, as well as Rockingham County, North Carolina, and we're here asking for your assistance in securing an interstate-quality connector between the Roanoke Valley and the Piedmont triad.

There are three elements that have been identified as important factors promoting economic development in our region: an interstate highway, a regional airport, and a major university. At present, none of these elements exist in Franklin, Henry, or Rockingham Counties, and as a consequence, these once-bustling manufacturing centers have been facing increasingly difficult times. An interstate highway would draw the communities closer and foster cooperation in trade and provide easy access to the existing regional airports and the universities in Roanoke and in the Piedmont triad.

Connecting these communities by way of an interstate-quality highway would create a market of 1.5 million people within a 90-minute drive, providing a tremendous opportunity for increased commerce. An interstate highway is needed to provide safe and efficient transportation for our existing products, and, more importantly, it is essential if we are to diversify our industrial base by attracting new, growing companies.

The Commonwealth of Virginia recognizes U.S. 220 as a key transportation corridor and has recommended it for inclusion in the National Highway System. Our request today, Mr. Chairman, is that this subcommittee take the first step toward a new interstate-quality highway between the Roanoke Valley and the Piedmont triad by providing funding for a corridor study to be conducted of that portion of U.S. 220 which connects the two areas. This study would identify the most appropriate corridor along that route in which to locate a limited access highway and could be expected to be complete within two to three years.

As you know, Mr. Chairman, the Intermodal Surface Transportation Efficiency Act, or ISTEA, called for the creation of Interstate 73, which would connect Detroit and Charleston, South Carolina. Some points along this route have been designated through legislation, but these do not include any in Virginia. Virginia is now in the process of evaluating which route through the State would best meet the goals of ISTEA within the limitations of existing designated points, while at the same time providing the best alternative for Virginia and for its citizens.

The recently completed draft report ranks a route which roughly follows U.S. 460 from Bluefield, West Virginia to Roanoke, and then U.S. 220 to the North Carolina line, first in its potential for economic development in the area as well as for popular support. This route has the potential for creating nearly 5,000 jobs.

We believe the preliminary analysis fully justifies our support for the Job Link project and its goal, which is to connect the Roanoke Valley and the Piedmont triad with an interstate highway. For this reason, we also ask the committee to include the Roanoke Valley among those points designated I–73 by the Congress.

Thank you again, Mr. Chairman, for making your time available and for making this time available for us to testify. I look forward to working with you on this very important project for Virginia.

Thank you very much.

Mr. RAHALL. Thank you, L.F.

Mr. Lester.

Mr. LESTER. Thank you, Mr. Chairman, Members of the committee. Thank you for the opportunity to present the case for Job Link. I'm grateful to Congressman Payne for arranging this opportunity. He is a responsive and effective representative of our area, and we're very fortunate to have him.

Job Link is a committee of 15 community and business leaders from Franklin and Henry Counties in Virginia and Rockingham County in North Carolina. We truly are a regional cooperative effort—three counties' and two States' leaders working together to solve a common goal. We are united in our goal of promoting an interstate-quality highway through these three counties shown on Map 1—our counties link the Roanoke Valley of Virginia and the

Piedmont triad of North Carolina, and they span approximately 90 miles, which we have called the missing link—to connect our region with interstate highways in these metropolitan areas.

As you know, odd-numbered interstate highways run north-south, so I–81 begins in upstate New York and generally follows a north-south direction into Virginia. When I–81 reaches Roanoke, however, it becomes an east-west route and terminates in east Tennessee. Similarly, I–85 begins in Petersburg, Virginia and generally follows a north-south route to Alabama.

We suggest the missing link from the Roanoke Valley to the Piedmont triad, shown as the dotted line on that map, be constructed to fill in the earlier mistake. This would reduce traffic congestion and enhance economic development. Part of U.S. 220, which follows that general route now, was opened in 1951. It is a winding, curving, hilly road that is out of date with today's powerful road tractors, trailers, and cars, resulting in far too many accidents and too many unnecessary fatalities.

This road is particularly difficult for trucks to travel, yet the number of trucks is increasing. That's for two reasons. The route is a direct one to Interstate 81 and the northeast markets, and to Interstate 77 and the midwest markets, and to I–85 in Greensboro and the southern markets, and to I–40 through Winston-Salem to the western markets. Trucks will use the shortest route.

Second, much of the truck traffic is generated locally. We have a significant number of large manufacturers in our three-county area. These include companies such as Bassett Furniture Industries, Sara Lee, and Miller Brewery.

In Virginia, the Counties of Franklin and Henry are in a declining economic condition, and what was once a thriving industrial heartland now has become an economic backwater. Martinsville and Henry County alone has lost 11,000 manufacturing jobs in the last 15 years. Our people work hard and will take advantage of opportunities if they're available, but they need our Government, the Government they support, to provide the roads so that we can be competitive.

Mr. Chairman, thank you, and now it's my pleasure to introduce Bill Goldston, formerly a member of the North Carolina Senate, where he served as Chairman of the Transportation Committee.

Mr. GOLDSTON. Thank you, Mr. Chairman, and good afternoon now, I see. U.S. 220 in our State is four-lane from Greensboro to the Virginia border. It's not quite finished, but it will still not quite be interstate standards.

Now, if you look at chart 2, which is showing, you'll see why we are so very interested in Rockingham County of having this road come through us as an interstate-quality road. We are in a decline also. We do not meet up with our peer counties. In our three-county region, there are many customers that would expand to build new facilities in the coming years. Where will they choose to build? The answer will be determined by whether we suffer more job losses, out migration, and higher taxes.

Study after study shows there are three ingredients to a successful community: a university, a regional airport, and an interstate highway. We have none of these in our three counties. If you will help us get an interstate, we'll be close enough in proximity to the

universities and airports, and our communities will be in a position to control their own destiny.

Mr. Chairman, we ask for an interstate-quality road from the Roanoke area to the Piedmont triad to link us to our southern and western markets. Now, Map 3 is a possibility that we show here of the proposed Interstate 73. Virginia is studying its preferred route for that highway, and we have asked that the I–73 come south along the 220 corridor through our counties and to Winston-Salem. By far, there was greater support for that route when the Virginia Department of Transportation held citizen information meetings last month. The department also determined that the route holds the greatest potential for economic impact, creating over 5,000 jobs.

Our request meets the goals of ISTEA to connect urbanized areas to provide the opportunity for intermodal transportation in Roanoke and Winston-Salem. There are major rail centers, and in the Roanoke Valley and the Piedmont triad, there are modern, yet underutilized regional airports.

Mr. Chairman, thank you for your consideration and allowing us to appear here.

If I might, to address the question that you addressed to Congressman Goodlatte, it has been our experience in North Carolina that you can build a new interstate-quality road cheaper than you can upgrade a road like 220 to interstate standards because of the accesses you have to buy to shut off the flow into area. So it's sort of a wash.

Mr. RAHALL. Thank you, gentlemen. Let me just follow up with Bob; he and I have talked about this a number of times on the phone and in person. Let me ask you about the Commonwealth's transportation decision process here. We hear reports that the Virginia DOT has made two recommendations to the Commonwealth Transportation Board; one is the 460/220 corridor, and the other is utilizing an improved I–77. Can we expect an official position on this matter any time in the foreseeable future?

Mr. GOODLATTE. Yes. Actually, Mr. Chairman, the Transportation Board has not made any recommendations. They did release a study last week that takes five different categories of consideration, including economic development, public support, cost, and so on, and puts it on a chart. They don't rate any one of those categories higher or lower than the other. So, obviously, if you do nothing new, the cost is lower to go down Interstate 77. Surprisingly, not much lower, because the upgrade of that interstate is estimated at $800 million.

So that, coupled with elements that are not considered, as I mentioned in my testimony, the 460 and 220 route upgrades would actually make that proposal considerably more expensive than the I–73 route that we're suggesting.

So they have not made a recommendation between those two routes, but they will make their presentation to the Virginia Commonwealth Transportation Board on Thursday, and that board will make a decision. I'm confident that the decision they'll make—maybe I shouldn't say confident, but I strongly believe the decision they'll make will be for this route that we are supporting, because

it does so much good for safety, for economic development, and because it has such strong public support.

Mr. PAYNE. Mr. Chairman?

Mr. RAHALL. Yes, L.F.?

Mr. PAYNE. Since the Commonwealth Transportation Board, who is charged with the responsibility of making this decision in the Commonwealth of Virginia, is meeting on Thursday, I would ask unanimous consent to be allowed to put a statement in the record after the conclusion of that meeting which would signify exactly what their deliberations were and what their decision was as a part of this testimony, if I might.

Mr. RAHALL. Sure. We'd be glad to receive that.

Mr. PAYNE. Thank you.

Mr. RAHALL. You've mentioned the cost differential, Bob—going along the current I–77 corridor would be $798 million, as you've said, and for the 460/220 corridor, $1.25 billion, I believe, is the rough estimate. I asked an earlier panel if it would be fair to ask the State of Virginia to pick up the difference in cost. What's your opinion on that? Would they be able to pick up that additional cost?

Mr. GOODLATTE. Well, I think when you calculate the added costs that would be eligible for Federal funds for the upgrade of 220 and 460, if we went with the Interstate 77 routing of Interstate 73 through Virginia, that additional cost of upgrading 460 and 220 would exceed that differential. So we'd argue that the same formula be used whichever route were considered, because the overall cost to the Federal Government will be greater if you go with the other route rather than our route.

Mr. RAHALL. Did you want to comment on that, L.F.?

Mr. PAYNE. No, I think Bob has stated that accurately.

Mr. RAHALL. As I understand it, North Carolina currently plans to receive the I–73 corridor where I–77 enters that State. North Carolina would then use a stretch of Route 52 as the I–73 corridor between I–77 and Winston-Salem. By using Route 20, your proposed routing would have I–73 enter North Carolina at a different location, as you're aware. Have there been any discussions with the State of North Carolina? Are you aware if they're willing to change their proposal?

Mr. GOLDSTON. I think perhaps we might be able to talk them into changing their proposal. That was put in very early in the plan, if you recall, and, of course, Congress would make that determination if they don't get together. But in talking with Secretary Hunt, they would consider that.

Mr. RAHALL. L.F., let me ask you a question. It seems that what you're basically after here is to build an interstate connecting I–81 with I–85 along the Route 20 corridor between Roanoke and Greensboro, and this routing just happens to be the southern portion of the I–73 proposal being advanced by this panel. Is that correct?

Mr. PAYNE. I think we're interested in both things, but that is correct. We're very interested in connecting Roanoke and the Piedmont triad in North Carolina with an interstate-type highway.

Mr. RAHALL. Would you agree, then, if that's correct as you've stated, that the Route 20 proposal does not necessarily have to be associated with I–73?

Mr. PAYNE. Well, it seems, as the Commonwealth of Virginia has looked at this in terms of the value to the citizens of Virginia, that the I–73 corridor, which consists of 460 and 220, is superior to any other alternative within Virginia. And while perhaps it would not have to be, and we're very interested in making this connection in any event, it seems to tie in well with the desires of the citizens of the Commonwealth of Virginia to really do two things on the single road bed.

Mr. RAHALL. Have any feasibility studies been done in regard to upgrading the 90-mile stretch of Route 20 to interstate standards?

Mr. PAYNE. I don't think the specific feasibility studies have been accomplished yet, and one of the things that we are asking for here is to look at a corridor study that might be done and to seek some assistance in terms of the funding of that.

Mr. RAHALL. Okay. Let me ask Bob one last question in regard to I–66, as you're seeking a $1.5 million feasibility study, which I note does not interfere with the proposed routing for I–66 as it enters my home State of West Virginia along the current I–64 corridor. What type of preliminary work has gone into this proposed routing of I–66 in Virginia?

Mr. GOODLATTE. I know that the Virginia Department of Transportation is engaged in studying a number of different routes throughout the State that run all the way from Route 58 at the southern part of the State to Route 460 all the way across the State, and neither of those two—one would enter West Virginia only briefly and would not meet what I understand is in the current legislation, bringing it to Beckley, West Virginia.

We are just now working with the Department of Transportation—we've been focused on I–73, and I think they have, too, and will now turn their attention to I–66 as to what route it should take through Virginia. The route I propose would enter the State on I–64 at Covington and then bring it down through Botetourt County and then across Virginia on 460 near Roanoke and through or near Lynchburg and on to Norfolk.

I couldn't tell you what the Department of Transportation has done thus far, although they are aware of the proposal, and I'm sure they'll have comments sometime in the future, but I don't think they're ready to report.

Mr. RAHALL. Would you share those comments with the subcommittee as soon as you're made aware of them?

Mr. GOODLATTE. We certainly will, and we're anxious to push them along to do that.

Mr. RAHALL. Great. I have no further questions. Gentlemen, thank you very much. Bob, L.F., we appreciate your leadership on this issue.

Mr. PAYNE. Thank you, Mr. Chairman.

Mr. GOODLATTE. Thank you, Mr. Chairman.

Mr. RAHALL. I have received voluminous correspondence regarding the I–73—460/220 project. My staff has randomly selected samplings of this correspondence for inclusion in the record. All correspondence has been reviewed and will be referred to the record, but retained inn the Subcommittee files.

[Samplings of correspondence referred to follows:]

Dear Sir,

March 21, 1994

I wish to voice my categorical opposition to the proposed routing of I-73 through Montgomery and Giles counties, Virginia (alternative 6 or 6-A). This route will be more costly to the taxpayer and will be of questionable economic benefit to our communities. Also, this route will **unnecessarily** destroy a rare and beautiful region of rural Virginia, and will severely disrupt our quality of life. There already exists a more reasonable and economical option in alternative 3 or 3-A, using existing route I-77.

Please ensure that my opposition to proposed alternatives 6 or 6A is recorded in the hearing record of the National Highway System and Ancillary Issues Relating to Highway Transit Programs. Thank you.

Signed: Samuel Anar
(Name)
RT 2 Box 276
(Address)
NEWPORT, VA 24128
(City) (State) (Zip)

March 25, 1994

Sid and Linda Underwood
2143 Mount Tabor Road
Blacksburg, VA 24060

Congressman Nick J. Rahall
Chair of Subcommittee on Surface Transportation
B-376 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Rahall,

We are writing to express our great concerns about and opposition to the proposed corridor for Interstate 73 through Blacksburg and Montgomery County, Virginia. We request that these comments be placed on the hearing record of the "National Highway System and Ancillary Issues Relating to Highway Transit Programs". Of the eight alternative routes proposed for I-73 in Virginia, we support using the existing I-77 from Bluefield, WV to Mount Airy, NC. We feel that any supposed benefits of a major highway system in this area are far outweighed by the detrimental effects such a road would have. Specifically, we feel that:

1) By extending I-73 through Montgomery County and Roanoke, the enormous additional expenditure of funds from the federal, state and local levels would be unjustified. This route is by far the longest and most costly. The shortest distance between two points is a straight line and any deviation from this is a serious waste of taxpayers' money.

2) A common belief is that new roads bring in new jobs, and it is true that the construction of I-73 would provide many temporary jobs. But after the construction is over, we seriously doubt that the millions of dollars invested in the project could be recovered by any community that it passes through. There are countless communities in Virginia which have an interstate - or even two - running directly through them, and have seen only a few motel and service station jobs as a result.

3) The campaign for looping this interstate in such an indirect manner seems to stem from Roanoke's desire to be linked with North Carolina. None of the communities on the northern end of the loop are interested in the type of growth which might result from such a highway. It would appear to make sense that the money which would be saved by directing I-73 along I-77 in Virginia could be used to create a highly improved route from Roanoke to the triad of North Carolina. Roanoke is also concerned about a direct link with Blacksburg, and with the "Smart Highway" already in the planning stages, this too will be a reality and a boost to Roanoke's economy. Add to this list that Roanoke is also vying for the proposed I-66.

4) Blacksburg and Montgomery County residents enjoy a very unique quality of life. Most have moved here and remain here by choice. We have a peaceful small town atmosphere with the benefits of cultural opportunities at Virginia Tech. It a safe community with high quality public education. Outdoor Recreational activities are unmarred by pavement and heavy traffic as they only depend upon the beautiful mountains, rivers and rural byways. There is a way of life here that is disappearing in many areas of the state and the country.

Thank you for allowing us to voice our opinion on this matter.

Sid Underwood
Linda Underwood
Sid and Linda Underwood

8471 Autumn Road
Copper Hill
Virginia 24079
March 25, 1994

Congressman Nick Rahall
Chairman of the Subcommittee on Surface Transportation
B-376 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Rahall,

It is just before dawn on Friday, March 25, the day of your deadline for citizen input into the question of which corridor the proposed Interstate 73 should follow as it passes through Virginia.

I have strong feelings on this matter. If deficit spending needs to be curtailed and if fiscal restraints are going to present us, in the years ahead, with some extremely difficult budgetary decisions---at the local, state and federal levels of government---then utilizing the current I-77 corridor for the Virginia portion of I-73 is the most responsible choice.

But I have even stronger feelings about the fact that a huge number of the citizens whose lives are to be directly affected by this proposed road are only just now becoming aware that they are on (or are even anywhere near) the planned route.

All along, the state has called this plan "the 460/220" corridor, implying that it would roughly follow the course of these two highways. Even as late as the day before yesterday, a concerned call to the office of one of our U.S. Senators brought this reply---"If you don't live near either Route 460 or Route 220, you have nothing to worry about."

But as many of us are only just now discovering, this is not true.

The same vagueness and misinformation that confused the Senator's office has also misled, and thereby disenfranchised, the populations of the unsuspecting towns in eastern Montgomery County, southern Roanoke County, northern Floyd County and western Franklin County. Most of these residents (whose homes are not even remotely close to either Route 460 or Route 220!) had no idea that a major highway---wider than Interstate 81---was headed their way, until March 13th's map in the Roanoke Times & World News, just four days before the state's decision. Thus, they had no time to express their views or to participate in the public debate on an issue that vitally concerns them.

Whether this deception was intentional or not, it was certainly effective. The people are just waking up to what's happened to them. It is too late for them to organize themselves into an effective response to this crisis, as the decision has apparently already been made. It is even too late for most to get their confusion sorted out enough to get something faxed (let alone mailed) to Washington by today.

But they are very, very angry. "Is this," they are saying, "the way things are done in America today---to sneak something this important past tax-paying citizens in the middle of the night?"

You, who help run Congress, did not, I assume, have a hand in this deception. But it is to you that the people are now turning for a hope of just representation. They want and deserve a fair chance to be heard. Please do everything in your power to restore their trust in a government designed to protect the rights of its people. Specifically, I respectfully request that you refuse to approve the allocation of federal funds to this Interstate 73 project until the flawed process by which the Commonwealth of Virginia selected its corridor has been questioned and corrected.

I also ask that you please record these comments in the hearing record of the National Highway System and Ancillary Issues Relating to Highway Transit Programs.

Thank you,

J.D. Foote

J.D. Foote

Copies: Representative Rick Boucher
Senator Chuck Robb
Senator John Warner
The Roanoke Times & World News

94 MAR 29 AM 9:42

4246 Preston Forest Drive
Blacksburg, VA 24060
(703)953-2134
March 22, 1994

The Honorable Nick J. Rahal
Chairman, Subcommittee on Surface Transportation
B-376 Rayburn House Office Building
Washington, D.C. 20515

Re: Opposition to proposed route of I-73 in Virginia

Dear Sir:

I am very concerned about the recent proposal by the Virginia Department of Transportation to route proposed I-73 along Routes 460 and 220. This corridor was endorsed despite strong public opposition from the citizens of Giles and Montgomery Counties, including the Boards of Supervisors in both counties and Blacksburg Town Council. Citizens had limited information about the proposed corridors and very limited time to research the proposition. Many of us share the belief that the decision was made by business and government officials in Roanoke and Richmond who may profit from the location chosen. However, the impact on the citizens living in the effected area will be, we believe, much less desirable. The explanation that has been offered is that the road would bring "economic development" to the area. However, such development was measured in terms of businesses that would locate along the interchanges -- primarily low-paying service jobs. No accounting was made for the small towns and their businesses currently located along Route 460, many of which would surely be obliterated by the superhighway. Furthermore, the scenic beauty of this region must be counted among its greatest assets. Development that fails to recognize this is short-sighted, running the risk of permanent destruction for short-term gain. Even if none of the above is persuasive, the corridor chosen is inappropriate because of the cost involved. Presumably, the federal government will be asked to allocate additional millions of dollars to allow I-73 to meander far to the east in order to service the Roanoke to Martinsville/Danville areas. This is a huge and unnecessary expense (and very poor use of taxpayer dollars) when the I-77 corridor is more direct and far less disruptive.

I urge you to reconsider the proposed corridor for this road. Your kind attention to this matter is greatly appreciated.

I would like to request that this letter be recorded in the hearing record of the National Highway System and Ancillary Issues Relating to Highway Transit Programs.

Sincerely,

Pamela S. Tessnear

Pamela S. Tessnear

RECEIVED
WASHINGTON OFFICE
94 MAR 25 AM 9:40

1755 Bishop Rd.
Blacksburg, VA
24060
March 20, 1994

Honorable Nick J. Rahal
Chairman, Subcommittee on Surface Transportation
B-376 Rayburn House Office Building
Washington, D.C. 20515

Dear Sir:

I wish to take this time to offer my SUPPORT of the proposed I-73 route that the Commonwealth of Virginia has chosen and submitted to your Subcommittee on Surface Transportation. This is the route that roughly follows the U.S. 460 and U.S. 220 highways.

My region of Virginia is economically depressed. The number of jobs in the Giles and Montgomery County area has dropped considerably during the last five years and the prospects look bleak.

I truly believe that economic growth is directly tied to an area's transportation system. An efficient, state-of-the-art infrastructure is a must in order to save southwest Virginia. I'm not talking about bringing to the area more McDonalds and Exxon stations at every interchange, but luring new business and industry that will proved 1) new jobs that pay above minimum wage salaries, and 2) provide a higher tax base.

I think that the proposed "smart road" and its technologies should be incor porated into I-73. General Motors, the Commonwealth of Virginia, and Virginia Polytechnic Institute & State University have just recently forged a partnership to use 150 million dollars of federal money to develop this 21st century technology. Why not kill two birds with one stone, so to speak?!

To reiterate, I wholeheartedly SUPPORT the I-73 corridor that was just unanimously approved by the Commonwealth Transportation Board last Thursday (3-17-94).

I also request that my comments be recorded in the hearing record of the National Highway System and Ancillary Issues Relating to Highway Transit Programs.

Sincerely,

Gary C. Schafer

...VED
...ON OFFICE
94 MAR 28 PM 2:46

913 Allendale Ct., SW
Blacksburg, VA 24060

March 23, 1994

Congressman Nick J. Raball
Chair of Subcommittee on Surface Transportation
B-376 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Raball:

Please place the following comments on the hearing record of the "National Highway System and Ancillary Issues Relating to Highway Transit Programs".

I am in favor of alternate 6A as the route for I-73 through Virginia. The reasons for this support are:

1. With overpasses, underpases, and interchanges, an interstate highway would be safer and accomodate local and through traffic more efficiently than the present U. S. Highway 460.

2. An interstate highway would increase economic opportunities and help prevent economic stagnation in the region.

3. An interstate highway through the region would have a minimal effect on the quality of the environment, very little more than present highways and probably little more than if a new interstate highway is placed in some other region of the state.

4. An alternate to I-77 is needed in case of some disaster which would close the Big Walker Mountain or East River Mountain Tunnels.

5. A limited access highway is greatly needed in the region.

Thank you for considering my views in this very important decision.

Sincerely,

Andrew J. Lambert

Andrew J. Lambert

Mr. RAHALL. The subcommittee is now going to hear from a distinguished group of Californians. The panel consists the following: the Honorable Walter R. Tucker III, a very valued Member of this subcommittee and full committee, with whom the Chairman has discussed the Alameda Corridor project on a number of occasions. I certainly commend Walter's leadership and determination on this project.

Along with Walter is going to be another distinguished Member of our committee, the Honorable Stephen Horn; the Honorable Lucille Roybal-Allard; the Honorable Jane Harman; and the Honorable Julian Dixon, a good friend and Member of the House Appropriations Committee.

I also understand our two Senators from the State of California are to be here, the Honorable Dianne Feinstein and the Honorable Barbara Boxer. Barbara is a former colleague of ours here in the House, and it's certainly good to have her back in this body.

Also, the subcommittee will be hearing from the Honorable Mayor Richard Riordan, the City of the Los Angeles; Mayor Ernie Kell, the City of Long Beach; and Assemblywoman Martha Escutia on behalf of the Alameda Corridor Transportation Authority.

Walter, at this point, why don't I just turn it over to you and allow you to proceed with your comments and introduce the remainder of the panel?

Please proceed.

TESTIMONY OF HON. WALTER R. TUCKER III, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; HON. STEPHEN HORN, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; HON. LUCILLE ROYBAL-ALLARD, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; HON. JANE HARMAN, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; HON. JULIAN DIXON, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; HON. DIANNE FEINSTEIN, U.S. SENATOR FROM CALIFORNIA; HON. BARBARA BOXER, U.S. SENATOR FROM CALIFORNIA; HON. RICHARD RIORDAN, MAYOR, CITY OF LOS ANGELES, CA, ACCOMPANIED BY MARVIN BRAUDE, COUNCIL MEMBER, AND RITA WALTERS, COUNCIL MEMBER; HON. ERNIE KELL, MAYOR, CITY OF LONG BEACH, CA; ASSEMBLYWOMAN MARTHA ESCUTIA, ON BEHALF OF THE ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY; RUDY SVORINICH, JR., COUNCIL MEMBER; AND HON. MAXINE WATERS, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA

Mr. TUCKER. Thank you very much, Mr. Chairman. I'm going to reserve some of my comments at this time in anticipation I might report them later, but in light of the numerocity of wonderful panelists that we have before us here today and certainly very distinguished panelists, I'm going to defer to them.

We do have a video tape that we also want to demonstrate for the record, Mr. Chairman. I'm not sure if that video tape is prepared at this time. I think a good beginning might be to start the video tape. It will only take about four minutes, and then we'll go down the scheduled roster, and with the tolerance of our panelists, we'll be with them very momentarily. The video tape should give us an overview of the project, and then we'll go to our panelists.

[Video tape presentation.]

Mr. TUCKER. Mr. Chairman, we can glean from the beginning of that video some of the national significance of the Alameda Corridor, and with this very distinguished and varied panel here representing both the State, local, and indeed Federal interests—some of my colleagues, as well as our colleagues in the other body—we will begin in talking about the national significance, the political support that is there on a local and Federal and State level, and even some of the financial aspects of this extremely important project.

I will begin with calling on our U.S. Senator, the Honorable Dianne Feinstein. Obviously, we have a lot of people here, so as best as we can, if we can read portions and then summarize other portions.

I'll defer to you.

Senator FEINSTEIN. Thank you very much, Congressman Tucker.

Mr. Chairman, Members of the committee, I'm very pleased to be here with my colleague, Senator Boxer, with the Mayor of Los Angeles, the distinguished Richard Riordan, and with my colleagues in the House to support this. I would ask that my full statement be entered into the record, and I will simply summarize.

First of all, as a Member of the Appropriations Committee of the Senate, I would like express my full and complete support for this Alameda Corridor and its inclusion as an integral part of the proposed National Highway System. This corridor will allow the ports of Los Angeles and Long Beach, which we will call the San Pedro Bay ports, to expand and to take advantage of explosive trade along the Pacific Rim.

These two ports are the largest container port complex in the United States of America. In 1992, the United States exported $158 billion worth of goods through its seaports, and imported $293 billion worth of goods. $57 billion of this trade was through the port of Los Angeles, and $52 billion was through the port of Long Beach. That's a total of $109 billion through these two ports alone.

In 1992, the last year for which statistics are available, United States trade with the Pacific Rim accounted for 24 percent of our Nation's exports and 45 percent of exports from California. The Pacific Ocean is the ocean of the present, and it is the ocean of the future. We must take advantage of this market, and the Alameda Corridor is key to that. This corridor is a $1.8 billion project. $500 million has already been committed by Federal, State, and local sources. $600 million will come through the sale of bonds. The local commitment will be over 55 percent of the total cost.

Now, $700 million will have to come from the Federal Government, and that's a big chunk of change, and I recognize that. But the importance of this in jobs is anywhere from 10,000 to 70,000. But the importance is even more. Without this corridor, it is my belief that we will see a megaport develop in Mexico, and we will see the ports of Los Angeles and San Pedro obliterated.

The need for this 90-mile transit system to be able to unload containers on the pier, double or single stack them, but probably double stack them on rail, and run that rail without stop right away into the Midwest is survival for the shipping industry. I speak as a former mayor. I know it from the port of San Francisco. It is even

more important right here, right now, particularly in view of NAFTA and what's apt to come in terms of the expanding markets that are going to be produced.

So I would simply like to reinforce the Mayor's and my colleagues' presentations and indicate I will do everything I possibly can on the Senate Appropriations Committee, and I am hopeful that you will maintain the Alameda Corridor as an inclusion in the proposed National Highway System.

I thank you.

Mr. TUCKER. Thank you very much, Senator Feinstein. Certainly, you've underscored the value of the trade with this project, and even though it's a $1.8 billion project, certainly when we're talking about the potential for $253 billion in trade by the year 2010, the benefits far outweigh the costs, and I'm so happy that you are supportive and particularly on the Appropriations Committee in the other body.

Your colleague Senator Boxer, of course, is here, and we're so happy to have her support, and if she can read and/or summarize her comments and support thereof.

We're glad to have you, Senator Boxer.

Senator BOXER. Thank you very much, Congressman, and I want to thank you for your leadership on this. I see that sitting right behind you is our great friend Norm Mineta, who is the Chairman of Public Works, and I have to say it is really important that our State understand how key Norm Mineta was to all of us as we worked with the Mayor and all the good people sitting here and all of us from California to really recover from this earthquake, which we are doing. It's very unusual to see a Member of Congress from another district far away come into the district as Norm Mineta did, so I just want to, one more time in whatever venue I'm in, give you my heartfelt thanks.

Congressmen, as a Member of the Public Works Committee, I feel that Senator Feinstein and I can act as, as she often says, a one-two punch for our State. Well, here we have a one-two-three-four-five-six—you know, basically a ten-punch, and we add you and Congressman Mineta and our fine friends who are from other States, who understand the importance of ports.

I would ask unanimous consent that I be able to put my entire statement into the record. I would like to just summarize a couple of the highlights, with your permission.

Mr. TUCKER. Without objection, so ordered.

Senator BOXER. Thank you. It's wonderful to be back here, I might say.

You know, I feel there aren't many projects such as the one before you, the Alameda Corridor transportation project, that fully meet the principles of the Intermodal Surface Transportation Efficiency Act as this project does. The Alameda Corridor project will create a transportation system of truly national significance, connecting the San Pedro Bay ports of L.A. and Long Beach to the interstate highway system and the national railroad system, speeding the transportation of international cargo.

As my colleague has said so eloquently, as we look into the future and we look at the goals of this President—and I think, frankly, some bipartisan goals—we see exports as the hope of our future,

and we cannot compete in this world today if we can't move our products, our people, and our services. It's as simple as that. So when we talk about this project, we are talking about the future not only of the economy of the region, but truly the economy of the country when you realize that California produces 14 percent of our Nation's GDP.

I might say that the ports are expected to double their cargo volumes within 30 years, and to accommodate that growth, they have launched an ambitious development plan to construct new terminals and facilities to reach out to the Pacific Rim trade, which is in fact the wave of the future.

Now, I think it's important for my colleagues who are not from California to understand—and I say this to my colleague Mr. Rahall, who happens to be the one here who's from outside the State——

[Laughter.]

Senator BOXER. And we thank him for that interest. But this development is truly of national significance, because it will double U.S. Customs receipts to $5.9 billion by the year 2010, Federal taxes that are taken in will double, and we will create 2.2 million in direct and indirect jobs nationwide. The value of trade will soar.

It is critical, if we're going to enhance our trade with Japan, Taiwan, Korea, Singapore, and other emerging markets, that, again, we have a fast and efficient way to move our goods and our services and our people. These ports will not be taking trade away from other West Coast ports. They will benefit from the rising tide of commerce.

I just want to conclude, again, by putting the rest of my statement in the record and saying that financing for this ambitious project will require cooperation from local, State, and Federal governments, and we see what we have here before you is the full embodiment of that cooperation. I think a key part of this will be the issuance of tax-free bonds paid off by user fees, and I will be introducing in the Senate a companion piece of legislation to Representative Tucker's bill here in the House to grant that tax-exempt financing for this facility.

In conclusion, I am very pleased to be here with my colleagues. I hope that this committee will help us. I think it would redound to the benefit of our entire country. It's an honor to be here before you all.

Mr. TUCKER. Thank you very much, Senator Boxer. Certainly, you put the import of national proportions of this project into a very concrete perspective, and particularly in your role on the Public Works Committee in the other body, we certainly need your help, and we are appreciative to have it.

Let me at this time defer to the distinguished gentleman from Los Angeles who shares appropriation duties here in the House, Representative Julian Dixon.

Mr. DIXON. Thank you very much, Congressman Tucker and Members of the committee, for holding this hearing. I'd like to publicly acknowledge that Congressman Tucker has not only worked very diligently on this project as a Member of Congress, but as the Mayor of Compton, which has a dramatic impact on this corridor.

I will not go through the statistical data, because I think it's been done very well. I'd just like to make four points.

One is that this Alameda Corridor concept has been 10 years in the making. Under the leadership of our new Mayor, we have begun to move very swiftly in making it a reality.

The corridor is good for the environment in that the impact along the route as it relates to traffic congestion will be greatly relieved.

It's good for not only the economy of California, but it's good for the economy of this Nation, and when we talk about the investment of $700 million, a return of at least $2.5 billion in additional Federal taxes seems to me to be a very sound investment.

As a Member of the Appropriations Committee, I fully support this and will work actively with Senator Feinstein to see that it's funded, because, most important, it means new jobs for California and our Nation, and it comes at a time when the economy of California needs a shot in the arm. The Alameda Corridor is that shot in the arm.

I have a prepared statement I would like to submit for the record.

Mr. TUCKER. Without objection, so ordered. Thank you very much, Representative Dixon.

We'll now defer to the Honorable Lucille Roybal-Allard.

Ms. ROYBAL-ALLARD. Thank you, Congressman Tucker, and thank you for your leadership on this issue.

Mr. Chairman and Members of the subcommittee, I would like to thank you for the opportunity to appear before you today in support of the Alameda Corridor project.

The Alameda Corridor, which has one of its terminuses in my Congressional District, will benefit every region of this country. The Los Angeles and Long Beach Harbors are the gateway to the Pacific Rim, and many of the commodities produced or consumed in your districts flow through these ports. The cargo trains of imported goods that traverse the continent to American towns and cities are first formed in the rail yards of central Los Angeles.

I would also like to draw the subcommittee Members' attention to the chart that is located over to my right. This chart illustrates the positive impact that the Alameda Corridor will have nationwide over a 20-year period in terms of job growth and increased State and local revenues in each region of this country. The vital linkage between the Los Angeles and Long Beach ports and other regions and States, including the names of key exporters and importers, is documented in a report prepared by the Alameda Corridor Transportation Authority entitled "The National Economic Significance of the Alameda Corridor." I believe that a copy of the report has been distributed to each Member of the subcommittee.

Today 25 percent of all U.S. waterborne trade depends upon the ports of Los Angeles and Long Beach. The value of the trade flowing through those ports will reach $253 billion by the year 2010. This represents a substantial increase from the $116 billion in trade in 1990. As the economies of China and Southeast Asia continue to expand, we will be able to offer a critical cost-competitive transportation gateway for U.S. imports and exports to this marketplace. As a result, the Alameda Corridor can play a crucial role in the initiative to improve export competitiveness.

It is important to emphasize that such a trade expansion means jobs for Americans. By the year 2010, the two ports will directly or indirectly generate 5.7 million jobs nationwide. They will provide $11.7 billion in State and local revenues, $30.9 billion in Federal revenues, and $5.9 billion in U.S. Custom receipts. This revenue generation is directly dependent upon the enhanced trade competitiveness the Alameda Corridor will provide.

As illustrated by today's testimony, our ability to achieve these economic gains and job creation will require the important transportation infrastructure to be created by the Alameda Corridor. Mr. Chairman and distinguished Members of the subcommittee, we will need your support to help assure that the promises of the Alameda Corridor become a reality.

Thank you.

Mr. TUCKER. Thank you very much, Congresswoman, and certainly you appropriately pointed out the key of increased revenue and increased employment, that it will more than double even within the next 15 years, and I think that's a point that needs to be underscored.

We have, to your right and to my left, another very distinguished Congressperson from the Los Angeles area, and that is the Honorable Jane Harman.

At this time, we'd like to hear your comments.

Ms. HARMAN. Thank you, Mr. Tucker, and thank you, Mr. Chairman and Members of the subcommittee. As the attendance on your subcommittee and on this hearing panel shows, California speaks with one voice—Senate and House Members, Republicans and Democrats—when it comes to critical economic projects for our State, and a point that we're trying to make this morning that my colleague has just made is that the economic recovery of California is critical to the economic recovery of the United States, and this project in California can contribute to economic prosperity in the United States.

I want to dwell just for a few minutes on the economic impact locally in the Los Angeles region from this project. As a Member who represents a substantial portion of the port of Los Angeles, I cannot emphasize enough how important the Alameda Corridor project is to our economy. Since December 1990, over 800,000 jobs have been lost in California, 200,000 of which were in the aerospace high-tech sector, the backbone of the economy in my district.

Southern California continues to suffer through the recession, as evidenced by Los Angeles County's unemployment rate of 9.7 percent, a figure well above the national average of 6.5 percent, and as we all know, those statistics do not cover people who have stopped looking for jobs, and real unemployment in our area is in double digits easily.

Several recent calamities have compounded the economic problems in Los Angeles, including this January's 6.8-magnitude earthquake, last year's wildfires, and the devastating riots of 1992. One of the true economic bright spots, however, has been in the international trade sector, where over 100,000 new jobs have been created since 1985.

While these employment figures are encouraging, we need the Alameda Corridor to ensure that job growth continues. Without an

efficient rail link from the ports of Los Angeles and Long Beach to our region's rail hub, shipped goods to Los Angeles may be choked off from the rest of California and the Nation. The Alameda Corridor project solves this problem and creates thousands of jobs in the process. Construction alone will generate 10,000 jobs between 1995 and the year 2000, many of which will be in south central Los Angeles.

The project's grade crossing eliminations will improve traffic circulation, thereby enhancing economic development opportunities along the corridor. In addition, the design, creation, and operation of the corridor's communication and control systems will provide high-skill, high-wage job opportunities for our area's workers, including unemployed aerospace workers. If plans to electrify the corridor can be realized, the high-tech job creation and environmental attributes of the project will be further enhanced.

In short, this 20-mile stretch of rail ingenuity is a critical link to California's recovery, and as such, I urge the subcommittee's support.

Thank you.

Mr. TUCKER. Thank you very much, Congresswoman Harman. You cannot emphasize enough the unanimity that is demonstrated here as well as back home for this project on a local level, State, and Federal, and certainly, as you indicated, a bipartisan effort, as demonstrated here today.

Speaking of which, we have the newly elected Mayor of Los Angeles, a gentleman upon whose shoulders many of the challenges of the future of Los Angeles rest. We're happy to welcome him here to the subcommittee for his testimony, none other than Mayor Richard Riordan.

Mayor RIORDAN. Thank you very much, Congressman Tucker. On behalf of the City of L.A., as Mayor and along with council members Braude and Walters, who are with me this afternoon, I'd like to thank you and your colleagues in Congress for all the help you've given our city since the earthquake.

This is the first time I have been outside the State of California since January 17, but I can say that L.A. is doing well. Our motto is "We're not just back, we're better," and we have an attitude of continuous improvement. We will make Los Angeles safe, we will make it friendly to business, we will turn the economy around. For as the economy of southern California goes, so goes the Nation, as pointed out by your distinguished colleagues.

On our own, southern California is the 12th biggest economy in the world. That is the equivalent of the 12th biggest country in the world. Our recovery will fuel the country's economic engine. Mr. Chairman and subcommittee Members, the Alameda Corridor is an investment in strengthening our region and our country's economy. It is an investment that will pay rich dividends.

I'm here today to ignite the subcommittee's passion for a project that has many benefits and will keep goods flowing into and out of an American port, rather than ports in Mexico and other countries. Since I became Mayor last July, we have made tremendous progress in moving this project along. Through tough negotiations on both sides, we were able to reduce the purchase price of the Southern Pacific rights-of-way by $20 million and, in the same con-

tract, save an additional $100 million over the long run by modification of construction obligations.

Progress has been made on the operating agreements with all the three railroads. The Southern Pacific Railroad was, of course, the first to sign on, and today I'm pleased to announce that as of last Friday, we have an agreement with Santa Fe Railroad, so now all we have to do is get into an agreement with UP. We now have the endorsement of the project's financial viability and importance as a competitive tool for moving intermodal freight from our world gateway to gateways across the country. I expect that we will have an agreement with Union Pacific in the near future, and after that, we will proceed with full speed toward implementation of this project.

Members of the subcommittee, you have an ironclad commitment from the people of Los Angeles to do everything in our power to bring this great project to life, but we cannot do it without your help. In other words, we need the help of everybody in this room. Our total need for Federal assistance is $700 million. Our immediate request is $170 million to enter into the first phase.

This sounds like a tall order, but I'm an optimist, because this will pay tremendous dividends to California and to the country in the long run. The Alameda Corridor makes sense for southern California, it makes sense for the whole country.

Members of the subcommittee, we now put our hands and our lives with you.

Thank you very much.

Mr. TUCKER. Thank you very much, Mr. Mayor, and let me just, as a point of personal privilege, commend you on the leadership that you've taken with the Los Angeles delegation and with the U.S. Senators and with the State and local officials in this particular project. In a short amount of time, as you indicated, you have made extreme progress with this project, and you are certainly to be commended.

We have your counterpart, a longtime friend of mine and even a longtime friend of my father's, who was a mayor of Compton.

Mayor Ernie Kell, we're happy to have you here, and certainly when we talk about the Alameda Corridor project, we're talking about the San Pedro Bay ports, meaning the Long Beach port as well as the Los Angeles port. Certainly, the Long Beach port is a port that is near and dear to you. Your comments, sir.

Mayor KELL. Thank you, Congressman Tucker.

Mr. Chairman and Members of the subcommittee, I think it must be remembered that the City of Long Beach and the port of Long Beach is putting up the same amount of money that the port of Los Angeles is, and that's about $200 million to start with.

I've been involved in the progress of the Alameda Corridor for my City of Long Beach for many years. This first-of-its-kind project is not only vital to the national economic expansion, but is also essential for improving environmental quality of the region. The Alameda Corridor is a key element of California's air quality management plan and the regional mobility plan. The project will show the way in mitigating potential adverse impacts of port growth, such as air pollution, traffic congestion, vehicle delays and accidents at grade crossings, and noise in residential areas. These are environ-

mental problems facing the State of California and the entire country as well.

Mr. Chairman, here are some important numbers. The Alameda Corridor will reduce locomotive emissions by 28 percent. Delays at grade crossing will be reduced by 90 percent. Every day over 15,000 hours of highway traffic will be eliminated. Safety will be greatly improved by the elimination of highway railroad conflicts at nearly 200 grade crossings. These are nationally significant numbers that can be achieved at other seaports as well. This is truly a win-win solution for the environment and many of the economic problems that we face today.

The project enjoys widespread bipartisan support from local, State, and Federal governments, from industry and the general public. Our delegation here today is part of a growing coalition of public business, labor, and environmental interest groups. There is a strong consensus that this project must be built. After all, we are talking about the largest U.S. seaport and the third largest in the world.

In my city and the port of Long Beach, for example, we are eager to make this corridor serve America. Failure to follow through with this program would disadvantage our economy and our environment. Mr. Chairman, we respectfully ask this distinguished subcommittee to help us make the Alameda Corridor a reality.

Thank you very much.

Mr. TUCKER. Thank you very much, Mr. Mayor.

We also, from the State level, have comments and the support of the Honorable Martha Escutia.

Ms. ESCUTIA. Thank you, Congressman Tucker.

Mr. Chair, good morning. My name is Martha Escutia, and I serve as the Vice Chair for the State Assembly Transportation Committee in California, and I also serve as the Chair of the Alameda Corridor project for the State Assembly. On behalf of the State Assembly of California, I come to you to thank you for holding these hearings and also looking forward to working with you to make this project a reality.

In the interest of brevity and time, I would like to submit my comments for the record, and I would to summarize as follows.

Mr. TUCKER. Without objection, so ordered.

Ms. ESCUTIA. Thank you. Needless to say, the financing of this project is of critical significance. The total cost of this project is $1.8 billion, and that includes the cost of the railroad right-of-way. Of that amount, over $1 billion, or 55 percent of the project's funding, would come from local and State resources, including the ports, the L.A. County Metropolitan Transit Authority, and revenue bonds supported by the users of the ports and corridor.

For your purpose here—and let me please be very clear—we are seeking an authorization of $170 million from the NHS system. Overall, we are seeking $700 million in Federal funds; however, $170 million we would like to be authorized through NHS, and the difference of $530 million we will seek from future authorizations through ISTEA. I just wanted to make that very, very clear, Mr. Chair, and I see that you're shaking your head, so you got the message. It's very clear that we get that under control here.

You have a handout of a pie chart that indicates the tripartite relationship that we have here, and that is that we have a delicate financial balance. I view this project as a three-legged stool, and that basically means that if one leg is missing, the whole project goes down. Basically, we are requesting the Federal Government to contribute about 38 percent of the total project's cost, and the difference of 62 percent would be made up of local and State resources as well as the private sector by way of user fees, which basically would be used for the support of the revenue bonds.

Needless to say, this is a wonderful example of how intergovernmental cooperation and intergovernmental cooperation with the private sector in the financing of this project can make this a key project for our country.

We also come here to urge you to support Secretary Peña's request to Congress that Alameda Street between downtown Los Angeles and the ports of L.A. and Long Beach be included in the NHS system.

I think that together we can work to make this project a reality, and I sincerely hope that you will give serious consideration to our request for $170 million from the NHS legislation.

Thank you so much.

Mr. TUCKER. Thank you very much, Assemblywoman Escutia. You aptly pointed out that the immediate request is for $170 million for fiscal years 1995 and 1996, and also that, obviously, considerable monies have already been pledged and in fact allocated for this particular project, the ports each having put $200 million, respectively, 21.9 percent of the total cost of this project.

Secretary Peña, obviously reflecting some of the sentiments of the Administration, has given his okay or support to this project, too, once again demonstrating the national significance of this project.

We have also a young man who's on the city council, a newly elected city councilman, who is actually my city councilman, and he represents the voice of the Alameda Corridor Transportation Authority, serving from the L.A. city council on that particular body, which is a joint powers authority representing the communities that lie along the 20-mile stretch of the proposed Alameda Corridor project, and that is none other than Councilman Rudy Svorinich.

Councilman, we will defer to you at this time for your comments.

Mr. SVORINICH. Thank you, Congressman Tucker.

Mr. Chairman and Members of the committee, I am the City of Los Angeles representative on the Alameda Corridor Transportation Authority, ACTA, and I am also the councilman for the district that encompasses the port of Los Angeles and a good share of the corridor itself. I fully agree with my distinguished colleagues on the national importance of this project and the significant impact it will have on the lives of every American.

ACTA is a regional joint powers authority which was established in 1989, with the objective to take the lead in the design and construction of this project. It is the vehicle that all six corridor cities and both ports have agreed upon to assure that we speak from one voice throughout the coordination and implementation of this project. This one-voice aspect of ACTA, joint powers authority, and its leadership role is what makes the Alameda Corridor project spe-

cial. In a project of this magnitude and national significance, this unified voice of ACTA will allow the project to go forth with few regional delays.

Mr. Chairman and committee Members, I cannot stress to you enough the fact that all of the cities along the corridor project and both ports under ACTA are in agreement and are committed to the economic future of our Nation. I would like to ask this distinguished committee for support on the Alameda Corridor project, a project which will ensure that the ports of Los Angeles and Long Beach, the San Pedro Bay ports, will continue to be the provider of goods and materials required by the people of the United States, a project that is not only a regional economic stimulus, but a national one.

In conclusion, let me reemphasize that this corridor will not only be the commerce superhighway to all the cities in the United States, but will also act as the gateway for exports to the growing Pacific Rim.

Thank you.

Mr. TUCKER. Thank you very much, Councilman Svorinich. Certainly, your point is well taken.

If I might direct some of the Members of the subcommittee to a handout that we have called "The National Economic Significance of the Alameda Corridor," on page 3 in particular, it demonstrates the commercial superhighway of which he is speaking and the national impact of the Alameda Corridor.

One other further point, to just supplement what Councilman Svorinich was saying as to ACTA and those communities on ACTA, certainly in the last week, Mr. Chairman, we had a contingent from the Long Beach/Los Angeles area making their pitch for NHS status as to the Long Beach Freeway 710 project, and in that particular case, by contrast to this particular proposal, it's pretty obvious that they didn't have necessarily all their ducks in a row, as there was some rebuttal and some contesting as to south Pasadena.

But here is an example of a project where everyone seems to be in agreement. There is unanimous consent, if you will, that this is a project of great proportions and national significance.

We've also been joined by Congresswoman Waters from Los Angeles, and at this time I'd like to defer to her for any comments.

Ms. WATERS. Thank you very much, Mr. Chairman. I'm extremely pleased to join my southern California colleagues at this hearing to speak on behalf of the Alameda Corridor project, and I would like to thank Congressman Tucker for the leadership that he's provided in coordinating our efforts on behalf of the Alameda Corridor project.

This project, if fully funded and constructed, promises to be an efficient, productive, and resourceful addition to the entire southern California economy. Unlike many economic development projects, the Alameda Corridor will not disrupt, but benefit those who reside in the area. By consolidating import-related transportation activities and reducing noise through technological advancement, this program would substantially improve the living conditions of many who live within 500 feet of the three operating rail lines. This would be true all along the corridor and would positively affect literally thousands of southern California residents.

In my brief presentation, I'd like to focus on the economic impact of the project. By way of background, it is important to talk about the state of the southern California economy overall. California is mired in a three-year recession which has already cost us 800,000 jobs. Military downsizing and other global economic factors have taken a disproportionate toll in California and in our region in particular. In many parts of southern California that would be touched by the Alameda Corridor, unemployment rates are much higher than the 10 percent which continues to plague our State.

Construction of the Alameda Corridor alone will generate an estimated 10,000 jobs in the central Los Angeles area. The improved efficiency of the new corridor will dramatically expand import opportunities for the Los Angeles region. This could lead us to hundreds of thousands of new jobs, up to 700,000 by the year 2020, according to some estimates. Of course, the employment impact would in no way be limited to California. Enhanced imports would have a ripple effect on many regions of the country.

Importantly, Mr. Chairman, the areas trying desperately to rebuild after last year's civil unrest stand to gain enormously from the Alameda Corridor project, as it would cut through some of the most economically deprived sections of Los Angeles County. I hope you and your committee will help us to realize the enormous economic potential of this worthwhile program, and I appreciate the chance to speak on its behalf.

Once again, Mr. Chairman, thank you very much for the time that you have given to this project and to hearing all of us and working with us. I am extremely appreciative of your efforts on our behalf.

Mr. TUCKER. Thank you very much, Congresswoman Waters. We certainly appreciate those comments and your support not only of this project in general, but also your support, as well as the other colleagues here in Congress, of the bill for tax-exempt bond financing.

Mr. Chairman, very briefly, and then I'll turn it over to you and the Members of the subcommittee for any questions, my brief statement is this. Mr. Chairman, this project, as you can tell from this wonderful panoply and spectrum of parties and different levels of government, is the most important intermodal project not only in California, but indeed, arguably, in this entire Nation.

Mr. Chairman, one of the challenges that we face is managing surface transportation—in other words, the ever-increasing truck and train traffic to and from these ports. The reality, Mr. Chairman—and I'm speaking not only to you, Mr. Rahall, but also the Chairman of the full committee, Mr. Mineta—the reality is that the ever-increasing truck and train traffic to and from the ports by the year 2010 will generate an estimated 33,000 truck trips and over 70 trains per day. This is an inevitability. This is a reality. And unless the Alameda Corridor is built, congestion and delay will result in serious economic losses to this country as we fight to compete in a global marketplace. These are the realities, Mr. Chairman.

But if we build this project, the project will result in a doubling of train speed and a 75 percent reduction in delays and shipments to and from the ports. Once again referring you to the graph on

page 3, you can see how this commercial superhighway certainly benefits all the rail and all the surface transportation arterials throughout the entire country.

With that presentation, Mr. Chairman, I would like to defer to you and the rest of my colleagues for any questions of this distinguished panel, and thank you so much for your time. I know we went a little over.

Mr. RAHALL. The Chair thanks our distinguished and very valuable Member, Mr. Tucker, for his leadership in introducing and guiding this panel along.

The Chair also wants to welcome our distinguished panel as he did in introducing them in the very beginning, and say to the Mayor of Los Angeles that this particular Member is certainly appreciative of his hospitality in receiving me and having me at lunch when I had the opportunity of viewing the Alameda Corridor and other projects in the L.A. area, just a couple of days before the Northridge disaster. I had the opportunity also to tour by helicopter the entire Alameda Corridor and get firsthand a view of just how important this project is for the area, for the State, and for the country. And I want to say to the Mayor, thank you very much for your hospitality.

I note also in attendance is the distinguished wife of a former predecessor of mine as Chair of this subcommittee and as Chair of our full Committee on Public Works and Transportation, Lee Anderson. Lee, we welcome you as well today.

The Chair will recognize first our acting ranking minority Member, the gentleman from California, Mr. Kim.

By the way, just as a point of information, I was just counting up the number of Californians on our subcommittee and on our full committee, and there happen to be five Californians, Chairman Mineta, on our subcommittee and eight on the full committee. But most important, of course, is the Chairman himself, Norm Mineta, a dear friend to all of us.

So let me recognize the ranking minority Member, then Mr. Horn, and then our full committee Chairman.

Mr. KIM. Thank you, Mr. Chairman, and thank you, Mr. Mineta.

I am very happy to see our good friend Mayor Riordan today. He's my favorite mayor, the best mayor I've seen so far. Welcome again, and welcome to sunny D.C. I think we brought the California weather here.

A little while ago, someone mentioned that we need some bipartisan support, referring to me sitting on this side of the aisle. I want to make it very clear today that I am here to support this project. I think the Alameda Corridor is important, vitally important to not only Southern California's economy, but also the entire Nation's economy, and I am wholeheartedly supporting this project. It is one of the most significant projects we've ever had in southern California's history.

I also want to express my full support for the completion of the six-mile stretch of State Highway 30, which is another project that Mayor Riordan is endorsing, and I appreciate that, a project that is an important regional mobility link that was requested by L.A. County MTA and is fully supported by the State of California and the local community.

In addition, I'd like to thank again Mayor Riordan for agreeing to my request for him and L.A. Airport Commissioner Ted Stein to work together closely with us, to meet with us and representatives from the City of Ontario and other local officials to discuss this plan for the future Ontario Airport expansion, which, again, is vitally important to our economy in Southern California. It is a very important project for us, and I thank you very much, Mayor Riordan.

Again, I'd like to take this opportunity to thank Chairman Mineta and Mr. Shuster for agreeing to my request to hold a field hearing in Los Angeles on the Northridge earthquake and its aftermath. Thank you again, Mr. Mineta. I think it's very important that we have a hearing. I understand it's tentatively scheduled, for your information, on April 11th at 9:00 at the L.A. County Board of Supervisors Office. I think it's a very important meeting, and I'd like to thank Mr. Mineta again and Mr. Shuster.

Mr. Chairman, I'd like to ask unanimous consent to insert for the record Congressman David Dreier's statement on behalf of State Route 30.

Mr. RAHALL. Without objection, his prepared statement will appear in the record.

Mr. KIM. I have one question. If the Alameda Corridor consolidation project is not completed, what's going to happen to our traffic? It's already a congested situation. Anybody can answer that. What could happen?

Mayor RIORDAN. I'll ask Council Member Svorinich to answer that.

Mr. SVORINICH. Congressman, the impact of this project not being completed would be devastating to the country, most certainly, and to the region. Over 75 percent of goods that are distributed throughout the United States presently come right now, in 1994, through the ports of Los Angeles and Long Beach, the San Pedro Bay ports. If the Alameda Corridor is not built and we see that traffic increasing over 100 percent through the year 2020, the ramifications are enormous in regard to gridlock not only with truck traffic, but also with rail traffic.

Mayor KELL. Also, I might add as the Mayor of the City of Long Beach, we're affected equally as much as Los Angeles, in some cases even more. With the continued expansion of the port and the rail going through part of our city and the increase in truck traffic on 710, we're starting to get a lot of resistance to future port expansion, and I would say that without the corridor, we're going to have severe environmental problems and pollution problems, and it could hinder the expansion of the port.

Mr. KIM. Thank you.

Thank you, Mr. Chairman.

Mr. RAHALL. The gentleman from California, Mr. Horn.

Mr. HORN. Thank you very much, Mr. Chairman.

Mr. BRAUDE. Congresspersons——

Mr. HORN. I'm going to make sure you get called on. Don't worry. I saw you inadvertently passed over, Councilwoman Walters and Councilman Braude. Why don't you go ahead, if the Chair will indulge.

Mr. BRAUDE. Thank you. Congresspersons, the people of the United States have an extraordinary opportunity to make a great investment, and the taxpayers have a great opportunity to yield a great return, and that's to make the United States competitive, to make us a real player in world trade, and we have an extraordinary opportunity to create jobs for our people and to export material that we had not heretofore exported. So it's an extraordinary opportunity. And you have an opportunity to gain a tremendous partner, one with a lot of muscle, one that's ready to make a substantial contribution to this national project.

So we ask you to join with us to do something that's clearly in the national interest and that will help people all throughout the United States.

Mr. HORN. Mr. Chair, Councilwoman Walters, I believe, has not had an opportunity.

Ms. WALTERS. Thank you very much, Mr. Chair, and thank you very much, Mr. Horn. Just very briefly, I would add that I am the council person through whose district the terminus point of the Alameda Corridor passes. We are looking forward to the construction of this. It is the area of south central Los Angeles most impacted by the civil unrest. It is the area most heavily impacted by double-digit unemployment. It is the area most heavily impacted on any index that you want to apply to it in a negative sort of way.

We look to this as a real opportunity for economic development, for employment, for spawning a number of opportunities, if you will, that can be put to good use to assist in turning the economy of this particular area around, while also assisting that of the city as a whole.

Thank you very much.

Mr. HORN. I'd just like to thank you, Chairman Mineta, for your great interest in this project. You were among the group that were the architects of one of the most progressive pieces of legislation this Congress or any Congress has passed, and that's the Intermodal Surface Transportation Efficiency Act several years ago, otherwise known as ISTEA.

What you see here is a real example of not only intermodal cooperation, but intergovernmental cooperation to achieve that end. We have cities represented, we have the county, the City of Los Angeles, the State government, the Federal Government, who all have a part of this role, and I think the witnesses have done a really superb job today of laying out the various aspects.

I particularly appreciated Councilwoman Walters' last comments, because it's important we not forget the tremendous economic development for many people that have suffered from the fumes and everything else of the ports of the cities along this great corridor.

One of the points that has not been made, and I'd merely like to make it, with your indulgence, for the record, is that if the committee finds any contract authority not used for other priority projects this year, if it's possible, I believe the grade crossing projects on the Alameda Corridor that are a part of the 1991 ISTEA legislation do warrant additional funds. As the Chairman of the full committee and the Chairman of the Surface Transportation Subcommittee know, in writing ISTEA, these projects had to be cut from their needed level of assistance in order to get them moving

at all, and the committee's assistance in fulfilling the 80/20 match on these five projects would really be critical, if that's possible, Mr. Chairman.

I already gave you the Guinness Book of Records last week for sitting with great patience through these hearings. I give it to you again today. I suspect this is the largest panel you've had, and we appreciate your courtesy, your hospitality, and your commitment to carrying out ISTEA, as I know the full committee Chairman does also.

Mr. RAHALL. Thank you, Mr. Horn.

The Chair recognizes the distinguished Chairman of our full committee, a very effective leader, Chairman Norm Mineta.

The CHAIR. Thank you very much, Chairman Rahall. Let me thank the members of the panel for being here.

First, I'd like to thank Mayor Riordan for the leadership that he showed during the time of the Northridge earthquake. I got down there early Monday afternoon, but just seeing local—regardless of whether it was the City of L.A. or any of the surrounding communities, the county, the State, the Federal levels working together, it was really heartening to see that, and much of that was because of your visibility and your leadership, Mayor Riordan, and I just want to publicly state that and to thank you for what was done.

There's no question that out of that tragedy, there was a great deal of pulling together, and I see that that same spirit of pulling together is exhibited here with Members across the board from various jurisdictions working together on this.

All of us recognize that anything we buy, eat, wear, consume in any fashion, 27 percent of the cost of that item is transportation and logistics. So when we're trying to be as efficient as possible to be able to compete in the international global marketplace, transportation becomes an important aspect of it.

And as you have so very vividly pointed out with the material you have submitted, this is not just a Long Beach/Los Angeles project. This is one of national significance in terms of where the products that come from the San Pedro Bay ports, there's no question that the commodities that come through there, and we know that the Southeast Asian market is going to be a greater growing source of where we're going to be getting our things, so these two ports become so much more important in terms of the future.

Our problem is much like you face. We've got so much in financial resources, but we've got 33 times as much in requests in terms of what has to be done. So our job is to try and sort out those priorities and try to determine where we're going to be putting our resources. I, for one, am going to try to do as much as I can, frankly, for the Alameda Corridor transportation project, because it is not only a Los Angeles/Long Beach, but it has very national significance from the perspective of trade, consumer options, and in terms of that quality of life that we want, especially that is needed in the L.A. Basin, given the air pollution problem that you face.

So I just want to thank all of you for taking time from your own busy schedules to be here to give this testimony. In sports there's always that, I guess, reference to whether it's zone or man-to-man, but—politically, I should say person-to-person now, I guess. But in any event, in our committee, we have people who don't play zone

on this project as it relates to their relationship to me. It's person to person. So whether it's Steve Horn or Walter Tucker or whoever is around, they're on my back all the time about the Alameda Corridor.

So, again, you've made a great presentation, you have good representation here on the committee, and I know that we're going to try and do as much as possible on this. It's trying to get all of our requests lined up, because we've got a mile-long request with a one-foot sheet of paper. So it's a tough job that all of the Members here on this subcommittee are going to be facing.

So, again, I just want to thank Mayor Kell, Mayor Riordan, and everybody who's been involved in this. Thank you very, very much for your presentation.

Mr. RAHALL. Thank you.

Do any Members of the subcommittee desire recognition?

[No response.]

Mr. RAHALL. I guess not. Mayor, thank you very much. We appreciate it. Good to see you.

Thank you all. We appreciate it.

Thank you, Walter. Good job.

Mr. TUCKER. Thank you very much, Mr. Chairman.

Mr. RAHALL. Faster than the speed of sound, the subcommittee now travels from the West Coast to sunny South Florida, and we're going to hear now from our distinguished colleague, the Honorable Clay Shaw, a valued Member of this body and a Member of the Ways and Means Committee. Clay has spoken to me a number of times about a number of projects important to his area. I commend him for his leadership and determination and now I am glad to welcome him to the subcommittee. Proceed as you desire, and introduce the other members of the panel, Clay.

TESTIMONY OF HON. E. CLAY SHAW, JR., A REPRESENTATIVE IN CONGRESS FROM FLORIDA; BENSON B. MURPHY, EXECUTIVE PORT DIRECTOR, PORT OF PALM BEACH, FL; MAURICE KANADY, DIRECTOR, CONSTRUCTION MANAGEMENT AND PLANNING, PORT EVERGLADES, FL; AND JULE LITTMAN, COUNCILMAN, CITY OF NORTH MIAMI BEACH, FL, ACCOMPANIED BY MIKE ROBERTO, CITY MANAGER, CITY OF NORTH MIAMI BEACH, FL

Mr. SHAW. Thank you, Mr. Chairman. Listening to you speaking to the California delegation that immediately preceded us, and that your visit to that area of southern California immediately preceded the terrible tragedy of the earthquake in southern California, I'm delighted that you chose to come to our district not during hurricane season. But we very much appreciate the time that you took several weeks ago to visit the Miami International Airport and then to look over the southern part of my district.

You made a great impression on those present, and I want to personally tell you how much I appreciate your taking the time to do that, because I know the Member's time has so many demands on it, and particularly during an election year. But I think that your election, from what I hear, is pretty much a done deal.

So I will start out by congratulating you, Mr. Chairman, and proceed with the hearing from now forward.

Mr. RAHALL. Just to correct the record, nothing's a done deal in this business. [Laughter.]

Mr. SHAW. That's true, but I think you've had several rehearsals with the candidate I think that you're going to be looking at, so I would consider it done.

Mr. Chairman, I have several projects. As you know, my district now goes from the south end of Miami Beach, right at the entrance of the port of Miami, goes up through Broward County, includes the Port Everglades, which is in Fort Lauderdale, and then continues on up to the port of Palm Beach, and from there up to the south side of Jupiter. It's 91 miles long, and it encompasses 50 municipalities, 31 drawbridges, some of which we have discussed, and it's, of course, in the three-county area.

Our first speaker this morning will be Mr. Kanady, who is with the port. He's the Director of Construction Management and Planning for Port Everglades, which is in Fort Lauderdale.

Port Everglades is now the second busiest cruise terminal in the world and is a major petroleum terminal for South Florida. The Eller Drive project is needed to handle the flow of traffic to I–95, also to 595 and the Fort Lauderdale/Hollywood International Airport. It's a priority of the MPO, and it's ranked 18 out of 38 projects on the Broward County MPO Transportation Improvement Plan. The total cost of this project is $3.25 million.

Mr. Chairman, if we may proceed, and I may just now defer to Mr. Kanady and let him testify, and then go on to introduce the speakers as they will be speaking to you.

Thank you, Mr. Chairman.

Mr. KANADY. Thank you, Congressman Shaw.

Mr. Chairman, good afternoon. My name is Maurice Kanady, and I'm Director of Construction Management and Planning for the Port Everglades Authority, which is located in the Greater Fort Lauderdale area. Over the next few minutes, I'd like to provide you with a brief overview of our project, which is being submitted to this committee today for consideration for NHS funding.

Before I describe the project, however, I'd like to give you just a little background information about Port Everglades. The port is a 1,900-acre seaport located 23 miles north of Miami and has emerged as a major transportation hub for both cargo and cruise operations. This evolution started about 14 years ago, when the Port Everglades Authority decided to diversify from its traditional role as primarily a petroleum transfer port and sought to secure additional cargos and regain its share of a growing cruise industry.

We've been extremely successful in that diversification program, and as Congressman Shaw just related, Port Everglades is now ranked the 13th busiest container port in the United States and the 2nd busiest cruise port in the world.

I believe you have in your documentation an aerial photo of the port, marked as Exhibit 1, and I'd like to just very briefly point out a few things on that photograph for you. The entrance channel into Port Everglades is located in the right center portion of the photograph, and then behind that, on the mainland side, the port facility itself stretches out from left to right on the west side of the harbor. The new south port container terminal is located in the upper left-hand corner of the photo. The cruise terminals are located in the

center of the facility, and you can also see the Fort Lauderdale/Hollywood International Airport in the upper center portion of the photograph that lies just a mile and a half or so west of Port Everglades.

Now I'll give you a quick overview of the Eller Drive expansion project. The Eller Drive expansion is a vital project to meet anticipated growth in cargo and cruise traffic at Port Everglades. Port Everglades' main entrance is located on Eller Drive, which also serves as the eastern terminus of Interstate 595. Unfortunately, though, an existing bridge causes Eller Drive to have to narrow to a two-lane road approximately 1,000 feet east of the terminus of I–595, which causes severe bus and private vehicle traffic congestion, particularly during the peak cruise operations.

Further, truck traffic is adversely affected due to the ingress and egress of intermodal containers traveling to the Florida East Coast Railway Yard, which is located northwest of Eller Drive, and the normal flow of trucks traveling to and from the interstate highway system by way of Interstate 595. This congestion also presents a significant public safety issue as well.

We've included another photo in your backup material, which is marked Exhibit 2, which shows the project and its current configuration, and I'd like to just point out the two-lane portion of Eller Drive shows up very vividly right in the center of the photograph, including the traffic congestion that we so many times incur in that area of the roadway.

On either end of the road, you can see the four-lane segments, and as you continue up to the upper right-hand portion of the photograph, you can see where Interstate 595 takes off in a westerly direction, and also, just beyond the limit of the top of the photograph, I–595 intersects with Interstate 95, which, of course, is a current north-south route across the eastern part of the country.

The Eller Drive project will replace the two-lane bridge with a four-lane bridge and allow the widening and realignment of the middle 4,000 feet of Eller Drive in order to obtain the unrestricted four-lane access from the seaport's cruise terminals and container terminals to the interstate highway system and the Florida Turnpike. Exhibit 3 shows the current configuration of Eller Drive and the proposed enhancements.

As the primary access road into Port Everglades from I–595, Eller Drive accommodates a diverse stream of traffic, ranging from tractor-trailer rigs to petroleum tankers, truck-mounted cranes, forklifts, and other cargo-handling equipment, to the buses and taxicabs that are associated with the cruise business, as well as private automobiles. It's also an integral part of the local public vehicular traffic pattern.

The port's comprehensive plan allows public access to the cruise terminal and other events, while at the same time trying to maintain traffic circulation for waterborne commerce and the industrial facilities as well. The completion of these road improvements will enhance the capacity of Eller Drive to sustain future traffic projections that will result from future port development.

If I may summarize, our total project cost is estimated to be $3.25 million. The project is included in the Broward County metropolitan planning organization's Transportation Improvement

Plan and currently enjoys a ranking of 18 out of some 38 projects on that TIP. We believe the expansion of Eller Drive is a model ISTEA project. It will enhance access to sea, rail, air, and the National Highway System, all within a mile-and-a-half radius of the project area.

The project is also an integral part of the development of a proposed intermodal container transfer facility being planned for Port Everglades, which will have a tremendous impact on the future container handling capacity of the port.

We appreciate your interest, and I thank you for the opportunity of presenting this request to you today.

Mr. SHAW. Mr. Chairman, our next witness is from the southern part of my district. He's one of our fine councilmen down in the City of North Miami Beach. It's Mr. Jule Littman, and he is accompanied by the City Manager, Mike Roberto.

Very briefly, Mr. Chairman, this was a funded project. It was Mr. Littman and our former colleague Bill Lehman who worked this project up, and it was approved. It was rescinded under the Emergency Relief Act, H.R. 3759, due to an administrative error which was not here. It was down in our part of the country, and it was picked up and was rescinded.

I have a letter in support of the project from Bill Lehman that I would like to enter in the record.

[The letter referred to follows:]

William Lehman
711 N.E. 118 Street
Biscayne Park, FL 33161

March 14, 1994

Honorable Nick Joe Rahall
Chairman
Subcommittee on Surface Transportation
B376 Rayburn Building
Washington, DC 20515

Dear Nick:

I am sorry that I cannot be personally with you this morning but appreciate your taking the time to consider the request for funding for the City of North Miami Beach.

As Transportation Subcommittee Chairman, I was the original author of language that sought to create this key bikepath in Dade County which originally included the funding in legislation which was enacted into law. Unfortunately, this bikepath was inadvertently omitted from certain paperwork within Dade County and was thus included on the list of recent rescissions that the Administration proposed. This bikepath links the City of North Miami and the Adventura Complex, which had also received bikepath funding. As you may know, this section is a key middle component of the entire bikepath proposal.

Naturally this bikepath is important to me personally and to the City of North Miami Beach and request your subcommittee's approval when considering your legislation.

Sincerely,

Bill

William Lehman

Mr. SHAW. Also, so that I might continue to summarize, I would ask that my full statement be placed in the record.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

Mr. SHAW. This was a very wasteful omission from the appropriations because of the fact that the project is continuing at both ends of this particular piece. So what happened by this rescission, we just simply took a bite out of the middle of the whole bypass project for North Dade County, so now you have the east and the west side, and the middle is North Miami Beach, and it disappeared.

I'd also like to point out that the city has gone forth and expended much of its own funds, up to about $40,000, in reliance upon the appropriation that was firmly in place.

I would defer to Councilman Littman.

Mr. LITTMAN. Thank you very much, Mr. Chairman, ladies and gentlemen. First of all, I'd like to thank Representative E. Clay Shaw for the opportunity to be here on behalf of our city, Miami Beach, and for the opportunity to bring our City Manager, Mike Roberto, with me.

I was the author of this project with Congressman Lehman, who unfortunately could not be here today. He sends you his greetings.

Congress authorized the appropriation of $735,250 in 1992 and $400,000 in 1993 from the Federal Highway Fund for the design and construction of the North Miami Beach section of the Northeast Dade bike path demonstration project, this 6.5-mile bike path in the central segment of the Northeast Dade County bike path plan. Both the northernmost segment in the unincorporated Dade County and the southern segment in the City of North Miami had been funded.

Through an administrative error at the county level, this critical middle part of the project was given a lower priority and, without an understanding of the interconnecting design of this project, mistakenly assumed that the North Miami Beach bike path was a separate and unconnected project. Because of this misunderstanding, the $1,135,250 in previously appropriated funds for the North Miami Beach bike path was rescinded in Congress.

However, you will see the North Miami Beach section is the critical missing link in the Northeast Dade County bike path. Without this link, the other two sections will not be connected, and the entire regional bike path system will not function.

To further underscore that this is an ongoing project, a joint participation agreement between the city and the Florida State Department of Transportation for the planning and the design of the path along Snake Creek Canal has been executed on April 21, 1993. The design phase has been completed on time, and the city is ready to obtain permits from all pertinent agencies after expending $35,000.

I respectfully request that full funding for this vital project be reinstated so that this bike path, which conforms to the highest standards of the bike path design while enhancing the linear park concept in the heart of a densely populated urban area, can be completed as a critical link in the Northeast Dade bike path program.

Thank you very much.

Mr. SHAW. Thank you.

Mr. Chairman, our final witness is Mr. Ben Murphy, from the north end of my district. He is the Executive Director of the Port of Palm Beach. He will be speaking to you about a project which involves essential road improvements to facilitate the flow of port-related traffic and relieve additional congestion that will occur from increased tonnage moving through that port.

The removal of the at-grade bottleneck created by U.S. 1 and State Road 710 by elevating the roadway within the ultimate port boundaries will greatly improve the ability of the port to increase its land-side efficiency. The port estimates a $300 million annual increase in export potential from the port as soon as U.S. 1 is elevated. Of this $120 million project, the port is seeking only $11.1 million for the highway enhancement program.

I would yield to Mr. Murphy.

Mr. MURPHY. Thank you very much, Congressman Shaw.

Mr. Chairman, Members of the subcommittee, I am pleased to appear before you today to discuss a project which will increase America's export potential dramatically, create jobs in South Florida, increase intermodal efficiency, and in doing so, enhance our air quality, relieve urban highway congestion, and improve highway safety.

I would also like to thank Congressman Shaw for his sponsorship of our request, and Congressmen Tom Lewis, Harry Johnston, and Alcee Hastings for their support and assistance.

The port of Palm Beach has been in operation for nearly 80 years. The port has its own shifting railroad.

I would point out today Mr. Rick Rikennis, the Senior Vice President of Post, Buckley, Schuh & Jernigan, who is the project manager for the planning and logistics study now being carried out for the port. He will refer to some of these items that we can discuss in just a moment.

Also with me today is our port attorney, Robert Cook, who has served the port for the last 22 years.

My prepared testimony has been presented. Therefore, I am not going to read it now. I respectfully request that the written testimony presented be recorded in the official minutes of today's hearing.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

Mr. MURPHY. Briefly, we are requesting $11.1 million from the United States Government for this highway enhancement program. We need ISTEA funds to construct an overpass above U.S. Highway 1, a Federal highway, north-south in order to relieve east-west traffic, both vehicular and rail. Accomplishing this will open the port's areas east and west of U.S. Route 1. It will significantly reduce pollutant loading into the local atmosphere and improve local traffic safety.

We would like to point out here that in the course of any single day, we have over 1,000 trucks entering and leaving, so that's in excess of 2,000, some days 2,400. Also, from the interstate system, about 600 trucks come through the interstate system, hit the bottleneck, eventually getting into the port.

What we are seeking and what's pointed out here on U.S. 1 is an overpass north and south. We would also mention that we have our own railroad, and that is in continuous operation 24 hours a day.

International trade and intermodalism in South Florida will be Florida's leading industry for the decade of the 1990s and beyond. We need to prepare now, and with your assistance and our other planned $120 million projects, the port will provide continued well-paying job opportunities and greatly impact the local and surrounding economies.

Our small request is about 9 percent of our planned future projects. The port of Palm Beach has never come to the Federal Government for assistance. We believe this is such an exciting and important development in order for the port—as I call it, east meets west. The surrounding yellow line that you see here, and you may have a copy in your testimony, we need east to meet west, and when that does, our efficiency will improve, and intermodalism in its true sense will be realized.

The Florida Secretary of Transportation, Mr. Ben Watts, also publicly supports this project. The surrounding communities of Riviera Beach, the City of West Palm Beach, and Palm Beach County in general support this project. The State of Florida would benefit from all of this.

This concludes my remarks, Mr. Chairman. I would be pleased to address any questions that you or your colleagues may have.

Thank you.

Mr. SHAW. Mr. Chairman, that concludes the witnesses that we have. In brief summary, I think that the passage of NAFTA and increased trade with Mexico—when you look at a map, you don't realize that for parts of Mexico, Florida would be the closest location within the United States. So I think all of us can project that the Florida ports will grow tremendously over the next several years, and I think these requests are terribly important.

I think, as my good friend Mr. Littman pointed out to you, the bicycle path, which, I know, is not high on a lot of lists of priorities as it used to be, but this was a result of an error that we are just simply asking the assistance of this committee to correct. There's already a large investment in the eastern and western portion of that bicycle path, and we simply want to complete the middle portion as it was originally approved by the Congress.

Very briefly, Mr. Chairman, there are other projects that are supported by the entire delegation that you either have or will be hearing further on: the Metropolitan Dade County Program for Interrelated Transit Projects; the Florida TriRail County Commuter Rail Authority is seeking to ensure proper authorization for appropriations to extend the required by Congressional rules, which you are familiar with the TriRail, I know, on your last trip to Florida; and then there's a widening and improvement of State Road 7. This has been identified as one of the most structurally deficient and unsafe northbound corridors in the South Carolina roadway network. As a hurricane evacuation route, it is tremendously important, and I might say also that there have been a large number of fatalities on that roadway which could have been

avoided had that roadway been brought up to the standards for the traffic that is using it.

I would now yield our time to any questions that any of you might have.

Mr. RAHALL. Thank you very much, Clay, gentlemen, for your well-prepared testimony. I have no specific questions. I have noted all the projects to which you referred, Clay, and our colleagues who have written and/or testified in support thereof. All have responded on time and in a responsive manner to the 18 questions the subcommittee outlined through the end of last year with the exception of the Tri-Rail Project. We don't have anything in our records that have been submitted on that particular project. You may want to relay that back to the appropriate sponsors.

Mr. SHAW. I will see that deficiency is taken care of immediately, Mr. Chairman. Thank you for giving me that information.

Mr. RAHALL. We appreciate your assistance.

The gentleman from New Hampshire, Mr. Zeliff.

Mr. ZELIFF. I have no questions, Mr. Chairman.

Mr. RAHALL. Thank you, Clay.

Mr. SHAW. Thank you.

Mr. RAHALL. Thank you very much, gentlemen.

The subcommittee will now hear from a distinguished Member of the House, our dear friend and colleague, the Honorable Sam Gejdenson. The Chair will note that I have the honor of serving with Sam on the Committee on Natural Resources and have enjoyed his friendship and his very effective leadership in our years of working together. Sam, we welcome you to the subcommittee and you may proceed as you desire.

TESTIMONY OF HON. SAM GEJDENSON, A REPRESENTATIVE IN CONGRESS FROM CONNECTICUT

Mr. GEJDENSON. Thank you, Mr. Chairman. I would like to thank you for all the time you and your staff have given my staff and people from Connecticut DOT in working on this issue and on a number of other issues, the I–95 through Mansfield issue. Your assistance has been greatly appreciated. For our work on the Interior Committee, your work on mining reform and other such issues has been critical I think to the country and you deserve a round of applause not just from your own constituents, but from people around this country. And the work that you do in this committee in helping not only make us more competitive as a Nation by adding to the quality of our infrastructure, the safety of our citizens, but also helping to stimulate the economy is something worth doing.

I note today many of our colleagues appear before you asking for things as they on other occasions attack the actions of Congress that build roads, that improve highways and waterways. I think these are important and legitimate activities of the Congress of the United States to make us more competitive and productive as a Nation, and I want to commend you for your leadership in all of these areas.

I will not take a lot of time. I think your staff and you are familiar with the issues. I would just like to highlight several projects for my district, all of actually modest request. The Intermodal

Transportation Center in Windhum, Connecticut for $500,000; a realignment of Country Club road in Middletown, Connecticut at a cost of $1.6 million; Kennedy Drive reconstruction in Putnam, Connecticut for $1.5 million; and a $6 million Regional Transportation Center in the City of Norwich which is critically needed.

I just want to back up the written testimony that we have submitted. I appreciate the work you have done with us on these issues, and would be happy to answer any of your questions either now or at later date.

Mr. RAHALL. Thank you, Sam. Was that the priority?

Mr. GEJDENSON. The priority actually would start with the Regional Transportation Center in Norwich and go to Kennedy Drive in Putnam; actually the reverse order that I presented them under the theory the last one you hear is the one you remember best.

Mr. RAHALL. Okay. That's the way we have it. I note that we do have all the information requested and it was submitted in a responsive manner. I do have one question which relates to the State Transportation Improvement Plan. We don't have any of these four listed on the State's TIP. Is the State supportive of these requests?

Mr. GEJDENSON. I think the State is supportive. It just has to pick its priorities. We are a small corner of the State and the poorest corner of the State and sometimes we feel like we're left behind by the State bureaucracies. These are important projects. Regarding the Norwich Transportation Center, there is no area of the State of Connecticut today that has had a tougher transportation system than the area around Norwich. I think the State would agree with that. Route 2 is absolutely clogged. To have a serious transportation center there is of tremendous significance.

The safety issue up in Putnam and access to the highway is critical both from a safety and an economic point of view. And the two smaller projects, although the Country Club road realignment is similar to the Kennedy Drive, are critically important programs. Again, these are small rural communities that often get left out in States. Even my largest city is smaller than the Hartfords and Bridgeports and other cities of the State of Connecticut.

Mr. RAHALL. Thank you very much, Sam.

Does the gentleman from New Hampshire, Mr. Zeliff, have questions?

Mr. ZELIFF. No questions, Mr. Chairman.

Mr. RAHALL. Thank you again, Sam.

The subcommittee will now hear from a panel consisting of two of our distinguished colleagues and good friends in the House from the State of New Jersey, the Honorable Robert Torricelli and Honorable Marge Roukema. I will leave to them the introductions of their guests.

Bob, Marge, we welcome you to the subcommittee. Thank you for your leadership. You may proceed as you desire.

TESTIMONY OF HON. MARGE ROUKEMA, A REPRESENTATIVE IN CONGRESS FROM NEW JERSEY; HON. ROBERT TORRICELLI, A REPRESENTATIVE IN CONGRESS FROM NEW JERSEY, ACCOMPANIED BY CHESTER MATTSON, DIRECTOR, DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT, BERGEN COUNTY, NJ, AND FAROUK AHMAD, P.E., ASSISTANT DIRECTOR, DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT, BERGEN COUNTY, NJ

Mrs. ROUKEMA. Thank you, Mr. Chairman. First, I would like to ask, Mr. Chairman, for unanimous consent to submit a statement from the Honorable Pat Shuber, Bergen County Executive. His statement should be included in the record, please, in support of this interchange project.

Mr. RAHALL. Yes, we do have that statement and it will be made a part of the record.

Mrs. ROUKEMA. Also, I would like to introduce Mr. Chet Mattson, Director of the Bergen County Department of Planning and Economic Development, and Mr. Farouk Ahmad, who is from the Bergen County Engineers Office, who are joining us today. They are here and will be glad to answer questions of any technical nature that you might have regarding the interchange. They have here on the easel a map of the region that is under discussion.

Mr. Chairman, I am very grateful to you and Mr. Zeliff and the rest of your committee here today for the opportunity to discuss the merits of Federal funding for the Route 17/Route 4 interchange in Paramus, New Jersey. As you know, in January I requested the funding and asked that it be included in the upcoming omnibus Highway System Authorization Act for the construction of this interchange.

This interchange is a major east-west to north-south link in northern New Jersey and its improvement is vital for commuters and for commerce. In fact, the region that you see outlined here on the map is the region that demonstrates that this is the most densely populated area of the most densely populated State, New Jersey, in the densely populated New York metropolitan region. The blue is the interchange with major highway systems, including I–287, Route 17, Route 208, I–80, and of course the Route 4 that goes directly to the George Washington Bridge and New York City across the Hudson River.

Both Route 17 and Route 4 have been designated by the U.S. Department of Transportation as components of the urbanized area portion of NHS at the request of the New Jersey Department of Transportation, the North Jersey Transportation Coordination Council, and all other local planning organizations in accordance with the applicable provisions outlined in ISTEA of 1991. As part of the NHS urbanized area plan released by the U.S. Department of Transportation in late January, this interchange project is eligible for Federal funding. And again, I want to point out to you that it is the most densely populated area of our State which, as you know, is the most densely populated State in the Nation.

It is the interchange that lies at the heart of a shopping center megalopolis, if you will, a light industry, and a commercial hub for all of the metropolitan region. Simply stated, its intersection is a critical crossroad for all of the commerce of northern New Jersey.

In fact, with respect to its merchandising centeredness, the Borough of Paramus was recently recognized by the New York-based Sales and Marketing Management research service as the second largest retail market with a single zip code in all of the United States.

Constructed in 1932, and here, Mr. Chairman, I think these numbers are rather staggering, the existing interchange was designed to accommodate a volume of approximately 12,000 vehicles per day. Clearly, with the present estimated daily volume of 250,000 vehicles per day, the interchange is no longer suitable and is in dire need of improvement. In addition to being one of the busiest intersections in New Jersey, it is also one of the most dangerous—having a very high accident rate, averaging one per day. Moreover, improvement of the interchange would help control northern New Jersey's critical air pollution problem and alleviate the heavy traffic flow which has spilled over to residential streets as commuters attempt to avoid the intersection.

As Members of this committee know, the Routes 17 and 4 interchange project has previously received Federal funding. The project received $5.7 million authorization under the Urban Access and Urban Mobility Projects section of ISTEA, and another $4 million in Federal transportation appropriations for planning and design work.

Since I first requested funding for this project, final design work for the project has been completed. The design, backed and supported by Paramus and Bergen County officials, has received the approval from the New Jersey DOT. The addition of a second flyover has raised the total cost of the project to roughly $90 million. While more expensive than the alternate design upon which our first funding request was made, the approved plan has been endorsed by all parties following an extensive review because it provides a higher degree of safety and traffic flow and efficiency and it will be less disruptive to traffic during construction. Again, the gentlemen with me today might answer any technical questions in that respect.

Mr. Chairman, it is imperative to move forward with Federal Highway Trust Fund money for construction of the interchange. State, county, and local officials now estimate a Federal contribution of $70 million will be necessary to complete the project in accordance with the approved design specifications. As a currently authorized project, this interchange has already demonstrated its merit to the U.S. Congress. Moreover, the State of New Jersey stands ready to provide the required matching funding necessary to bring this situation to a successful resolution. I trust that the Subcommittee on Surface Transportation will agree that the time has come to fulfill the Federal Government's commitment to this construction and provide the necessary $70 million.

Mr. Chairman, I thank you for your interest. And I would defer now for further comment to my colleague, Mr. Torricelli. I hope that you take special note of the bipartisan support that we have for the project.

Mr. RAHALL. Thank you. The bipartisan support has been noted, Marge.

Bob.

Mr. TORRICELLI. Thank you very much, Mr. Chairman and Mr. Zeliff, for the opportunity. While Mrs. Roukema has put the project and the problem in perspective, some of what she has stressed bears emphasis and even at the risk of repeating it because it is that vital to the quality of life and the economic future of northern New Jersey.

Mr. Chairman, Bergen County, New Jersey only 40 years ago was home to a series of rural communities and small farms. In those 40 years the county has grown to be home to 850,000 people, 325,000 different housing units, 407,000 employees, some of the Nation's largest corporations including international headquarters from around the world, and a staggering 550,000 automobiles.

As has been stressed by Mrs. Roukema, in addition to this enormous economic and housing growth, it also by chance became home to perhaps the most successful and densely situated retail shopping complex in the Nation. Indeed, nothing is the same except the transportation infrastructure in its most vital intersection.

In the 1930s, two principal highways that served this area of northern New Jersey crossed in the Route 4/Route 17 intersection. It was designed to accommodate 12,000 automobiles per day. It is estimated that by the end of this decade that same intersection, will need to accommodate 320,000 automobiles.

The reasons that this Congress four years ago provided money to redesign this intersection are more compelling now than they were then. Not simply the massive congestion from these numbers through 40 years of unparalleled economic growth, but the deteriorating air quality, the near impossibility of New Jersey, one of the most persistent air quality problems in the Nation, ever meeting its obligations under Federal law if this continuous congestion problem is not eased by this reconstruction. And the compelling case of safety. This, in addition to being one of the most congested intersections in America producing one of the highest levels of air pollution in America, is also among the most dangerous. On average, there is an accident in this intersection each and every day, seven days a week, fifty-two weeks a year.

For all of these reasons, this Congress provided $5.7 million to redesign this most aging of intersections four years ago in the ISTEA legislation. The result of that Federal investment has been the plan that is before you today. It eliminates the most dangerous cloverleaf and replaces it with two fly-over ramps that will allow drivers to merge more easily. It will double from four lanes to eight lanes the Route 17 bridge over Route 4 which is currently the cause of the monumental traffic jams at all times of the day, almost every day of the week, and provides for a new service road connection which will remove some of the congestion.

The cost of the proposal is $90 million. But it is so important to our economic future and quality of life that the State and county have committed $10.3 million in addition to the $9.7 million already appropriated by the Congress. It is therefore our respectful request that this committee authorize an additional $70 million in appropriations that will allow this work to go forward. There is simply no higher priority for northern New Jersey for purposes of our quality of life or to reach our true economic potential than the reconstruction of this intersection. It is the safety of our families,

it is our continuing ability to attract the international corporations that are providing employment to thousands of our citizens. We simply cannot continue to host these major industrial and commercial centers unless we can assure that there are the simply means to get to work and to provide access to product. That question is very much in doubt without this very critical investment.

We therefore ask the committee for your consideration in continuing with the investment that you made over the course of the last four years to now build the project that has been designed with the funds that you provided. Thank you, Mr. Chairman, Mr. Zeliff.

Mr. RAHALL. Thank you, Bob. Do the other gentlemen wish to make any statements?

Mr. TORRICELLI. I think it was their intention to help with any questions you might have of a technical nature. They both have been involved in the design process.

Mr. RAHALL. Okay. Bob, let me ask you just very quickly about the West Shore Line project that you submitted. That does not require any amount of money at this time; is that correct?

Mr. TORRICELLI. The West Shore Line, Mr. Chairman, we believe that a mistake was made several years ago in ISTEA legislation when authorizing the Secaucus Transfer Station. The Secaucus Transfer Station is to provide new rail access to New York. It should have been more broadly defined to include authorization for the West Shore Line since that is the railroad line which would actually feed in to the Secaucus Transfer Station. The State of New Jersey has now submitted to the Federal Government a cost-benefit analysis proving this line could and should be built. That is why we asked the authorizing committee to change the language to permit this to take place. We are not seeking appropriations.

Mr. RAHALL. Thank you.

The gentleman from New Hampshire, Mr. Zeliff.

Mr. ZELIFF. I have no questions, Mr. Chairman.

Mr. RAHALL. Thank you very much. We appreciate your being with us today.

The subcommittee will now hear from another one of our distinguished colleagues from the State of Colorado, the Honorable Patricia Schroeder. Pat, we welcome you to the subcommittee. We want to thank you very much for your leadership on a great number of the transportation needs in Colorado and commend you for your effective representation over a number of years and your very valued work as a member of the Armed Services Committee. You may proceed as you desire.

TESTIMONY OF HON. PATRICIA SCHROEDER, A REPRESENTATIVE IN CONGRESS FROM COLORADO; KEN HOTARD, CHAIRMAN, DENVER REGIONAL TRANSPORTATION DISTRICT BOARD OF DIRECTORS; AND PETER M. CIPOLLA, GENERAL MANAGER, DENVER REGIONAL TRANSPORTATION DISTRICT

Mrs. SCHROEDER. Thank you very much, Mr. Chairman. Thank you to this wonderful committee. I am going to be very brief because I am going to basically have the two specialists talk about this project.

First, let me say that Congressman David Skaggs wants to submit testimony in support of this as does Congressman Schaefer.

They are both very interested in this project and wanted to join me in thanking this subcommittee for the opportunity to express our enthusiastic support for this. What we are wanting is authorizing language in ISTEA for the construction of rapid transit in the southwest corridor. That goes from Denver down to where Marge's daughter lives. It is a very, very difficult part of town to get to.

Let me just talk about why I think this is money that is probably better spent than anything else. Let me brag a bit about the two gentlemen next to me because at its last annual meeting the American Public Transit Association presented these gentlemen who lead our Regional Transportation District with the Association's prestigious public transportation system outstanding achievement award. We are very happy that they were named number one as a public transit agency in the United States and think that it really says how well they have been performing in this area.

One of the things that I think this committee would particularly be interested in is the fact that they have increased the ridership about 5 percent, actually in excess of 5 percent at a time when many regional transportation groups have been going down. They have also just spent $100 million of their own money—is that a radical concept to this committee—to build 5.3 miles of light rail in the metro section. The next most critical part is this southwest part. So that is why we really hope that this committee puts this front and center on the ISTEA proposals. You know that RTD is serious because of the commitment that they have made spending their own money, their national recognition of how well they have done, the fact that the City of Denver, the Colorado Department of Transportation, the local metropolitan planning organization and everybody in the region has named the southwest corridor as one of the most critical. In fact, those groups have already spent $97 million, again, of their own money since 1982 reconstructing railroad bridges and street intersections so that all the right-of-ways would be there so if they get the money they can move. They have invested a tremendous amount showing their commitment with their pocketbook as to how critical this is.

When you look at what they did with the I–25 HOV project that is nearing completion, I think you know that they have had a terrific record in both bringing things in on time and on budget, which is also a radical concept.

So I am very, very pleased to be sitting next to the chairman of the Regional Transportation District who has been the steward of all of this, Mr. Ken Hotard, and also its general manager who has been helping it, Mr. Peter Cipolla. I am going to yield to these two gentlemen. I just wanted to say some things that I think they were afraid to say because they might blush. I did want you to know that they have gotten national recognition and this is a critical area that even people from New Jersey need to be focused on. Let me yield to them at this time.

Mr. HOTARD. Thank you, Congresswoman Schroeder. Mr. Chairman, my name is Kenneth Hotard and I am the chairman of the board of the Regional Transportation District board of directors. To my left is Mr. Peter Cipolla, who has been introduced here already, our general manager. I am here today and requesting your assist-

ance in advancing the southwest corridor as part of our rapid transit expansion in the Denver metropolitan area.

RTD provides transit service to over 2 million residents in 39 municipalities. We have a 2,300 square mile district, one of the largest transit districts in the country. And we operate an 800 bus transit system that served over 61 million passengers last year.

1993 was a banner year for the Regional Transportation District. As Congresswoman Schroeder mentioned, our ridership increased 5.6 percent last year. This was the seventh consecutive year for ridership increases. We continued construction of our 5.3 mile light rail project, opened our operations facility for the light rail program, began testing our light rail vehicles this year. All of these components of the light rail system have been funded solely with local revenue. We will open our light rail service to the public in October of this year.

We continued construction also of the north I–25 bus/High Occupancy Vehicle lane project which will also open late this year on schedule and within budget. This major project represents a real partnership and joint effort with the Colorado Department of Transportation, the city and county of Denver, FTA, and FHWA.

We received the American Public Transit Association's transportation system outstanding achievement award this past year as well. RTD is proud of our success. We are proud of our successful efforts to provide efficient, reliable transit service in a manner that provides maximum benefit to our constituents who finance our operations. We believe our performance truly demonstrates that investment in public transit is prudent policy, especially when the transit agency delivers a significant return on that investment.

RTD's most recent rapid transit project is being conducted in accordance with this philosophy. We are currently completing the alternatives analysis phase of the project planning for the southwest transit corridor which is centered on South Santa Fe Drive and an existing railroad right-of-way parallel to the roadway which RDT owns.

The southwest corridor has a long history as a critical transportation corridor in the Denver region. It connects Douglas County, the fastest growing county in the Denver metro area and one of the fastest growing counties in the country, with the hub of the regional employment in downtown Denver. Between 1980 and 1990, Douglas County population grew at over 135 percent population. Traffic volumes on South Santa Fe Drive have grown proportionately. 1990 average daily traffic volumes range from 40,000 to 56,000 vehicles on this facility, usually with stop-and-go traffic conditions occurring in the morning, mid-day, and afternoon peak periods. By the year 2015, it is projected that traffic volumes on South Santa Fe will have increased by over 150 percent from 1990. This far exceeds the capacity of planned road improvements.

In order to maintain acceptable levels of mobility in this corridor, mass transit must play a critical part. Investments in facilities to allow transit vehicles to by-pass increasing congestion are required. We need to reduce dependence on the automobile in the southwest corridor.

The RTD board of directors selects the locally preferred transit technology for this corridor on March 22. Our MPO is scheduled to

approve the locally approved technology in June of this year. RTD will begin the preliminary engineering phase of the project in August to refine the design of the locally preferred alternative.

At this time, we are seeking Congressional authorization of $116.8 million in Federal Transit Administration Section 3 funds for the engineering, design, and construction of a rapid transit project. RTD believes this project merits authorization for the following reasons.

The southwest corridor is the Denver region's first priority rapid transit corridor as designated by the Denver Regional Council of Governments, our MPO, in 1989. Next, this project is included in both the metropolitan and State Transportation Improvement Plans as well as the financially constrained Regional Transportation Plan. The project also enjoys widespread support of the cities and counties of the Denver region and the public at large. Most recently, a total of 75 corridor and regional meetings and hearings have been held on the southwest transit corridor as part of the alternative analysis process.

RTD and the Colorado Department of Transportation have made substantial investments in this corridor over the past 10 years. With local funds, RTD has contributed $15 million to the cost of grade separating intersections and another $7.5 million for the purchase of over 10 miles of right-of-way between Santa Fe Drive and the adjacent railroad tracks. In addition, RTD is constructing its 5.3 miles of light rail transit through Denver in the central business district with $116.5 million of local funds.

This light rail project will provide an interface with the southwest corridor transit project. RTD has spent over $150 million in local funds to preserve right-of-way, construct an initial rapid transit line and grade separate the southwest corridor. We have also committed $4.8 million of our FTA Section 9 and $1.2 million of our local funds to conduct the southwest corridor preliminary engineering final environmental impact statement from August of this year to June 1995.

The southwest rapid transit line will serve three major activity centers—the Denver central business district, a major regional shopping center in Englewood, Colorado, and the Littleton, Colorado central business district. The shopping center mentioned is undergoing redevelopment and has integrated a transit station into the design. A rapid transit station in Littleton will serve the city offices, Arapaho County courthouse, the Littleton central business district, and Arapaho County community college. In addition, a major aquarium is being planned within walking distance of the project.

No environmental, safety, or other concerns or obstacles have been identified regarding this project. It will operate in its own right-of-way, be grade separated from all cross streets, and this will eliminate all potential pedestrian and automobile conflicts.

The FTA funds for which we seek authorization can and will be fully obligated by the end of fiscal year 1997. Final design for the southwest corridor project will be conducted from the summer of 1995 to August 1996, and construction will occur from September 1996 through December of 1998.

For these reasons, Mr. Chairman, committee members, we believe that the southwest transit corridor project responds to the principles of fiscal responsibility, technical merit, and public support. We are seeking your support and authorization of this important project. Thank you for this opportunity and your consideration of this request.

Mr. RAHALL. Mr. Cipolla, do you have a statement?

Mr. CIPOLLA. No, sir, but I would be happy to answer any questions that the Chairman or Members may have.

Mr. RAHALL. Pat, let me ask you the first question. I notice that our very dear friend and former colleague, the gentleman from Colorado, Mr. Cogosick, is in attendance. Is he for or against this project?

Ms. SCHROEDER. I think we could twist his arm and get him to be for this.

Mr. RAHALL. To be for it?

Ms. SCHROEDER. Oh, yes.

Mr. RAHALL. We won't hold that against him then?

Ms. SCHROEDER. Oh, no. He's wonderful.

Mr. RAHALL. Ken, let me ask you a question. Most new start projects have an over-match of local funds; that is, they provide more money in local and State funding for the project than the 20 percent that is required by Federal law. You stated that you intend to pursue the full 80 percent Federal match for the light rail extension in the southwest corridor without a local over-match. Is that correct?

Mr. HOTARD. That's correct.

Mr. RAHALL. Have the funds already spent for right-of-way acquisition, et cetera, in this corridor been counted against the 20 percent you are willing to fund locally or could they be used as a potential over-match for the project?

Mr. HOTARD. We expected them to be used as an over-match.

Mr. RAHALL. As an over-match. How much of the $116.8 million in Federal funds you are requesting today could you actually obligate in the years that are covered by the bill that we intend to pass this year, in the fiscal years 1995 through 1997?

Mr. HOTARD. We expect to be able to obligate it all.

Mr. RAHALL. To obligate it all?

Mr. HOTARD. Yes, sir.

Mr. RAHALL. Does the gentleman from New Hampshire, Mr. Zeliff, have any questions?

Mr. ZELIFF. No questions.

Mr. RAHALL. Okay. Pat, thank you very much for your patience in being with us today.

Ms. SCHROEDER. Thank you very much, Mr. Chairman, thank you both for being so patient.

Mr. HOTARD. Thank you, Mr. Chairman.

Mr. RAHALL. Thank you.

The subcommittee will now hear from a distinguished colleague of ours, the gentleman from the State of Washington, the Honorable Jay Inslee. Jay, we welcome you. We thank you for your leadership. We have your prepared testimony and you may proceed as you desire.

TESTIMONY OF HON. JAY INSLEE, A REPRESENTATIVE IN CONGRESS FROM WASHINGTON

Mr. INSLEE. I appreciate that, Mr. Chairman and members of the subcommittee. I appreciate your prolonged and dedicated service in evaluating this. I know that you are in a tough position after hearing this much testimony.

I have four projects that I would like to bring to your attention. The first one is one I am personally quite familiar with so I may take a little bit of time with it. This is the Chelan-Douglas Multimodal Center project in Wenatchee, Washington. I hope that when you consider it you will consider it remembering one thing, and that is that this is a project which is a crystal example of a small town that sees growth coming and gets ahead of it by adoption of other than simply more pavement.

This is a perfect example of a relatively rural community that has seen growth coming—they expect 30 percent growth in the next decade, 20 percent last decade—which got together and with the assistance of $2 million in FTA funds in 1992 planned a multimodal link between the various transportation systems—rail, bus, auto, bike, et cetera. If I had to pin a star on one place in my district for a community that had their act together in solving this problem before it gets to them, it would be this community. They have been very successful. They are just in the process of the environmental impact statement coming back. I couldn't give it anything but the highest recommendation.

What has prompted this, frankly, is the spectacular success of a small town public transportation system, the Link Bus system. They have had success in this bus system like no other town I've seen. They have got 85 percent ridership, they passed the 2 million mark on ridership 4 or 5 years before projected, and I think that this is one that certainly justifies $8.1 million in Federal funds which we're requesting. I hope you give it your highest consideration.

The second project is the Gateway Project in Yakima, Washington. It is a project to link various major roadways together with Interstate 82 and it will provide secondary access to a large recreational center that is in Yakima. We have got significant safety problems at a variety of intersections, and we are requesting $22.1 million in Federal funds in addition to the match for the local community.

A third project is the folks in Moses Lake, Washington, are proposing two additional bridges which have essentially ended up a bottleneck between three major highways in central Washington. They have proposed a project that entails the construction of two bridges in three phases. The project will provide an additional business route and an interchange for three State highways which pass through the city. Mr. Mayor Ripple and Mr. Jackson won't be with us today but they would request your consideration of $31 million in Federal funds for their project.

Last, but certainly not least, is a request regarding the Pasco, Washington, project. I would note just a personal interest in this particular proposal. I was alerted to a traffic safety problem on a highway and the thing of interest about it is I went out to look at the project with some of my constituents and two minutes after I

got there we saw a real close call at 60 miles an hour. That one certainly got my attention. This project would propose a major avenue for residents and for freight and goods through eastern Washington. It is a link with the 5th Congressional District, Speaker Foley's district, and I believe you will hear from his office regarding this particular proposal. It is a 3.6 mile section. We think the accident history you'll find justifies the appropriation of $12.8 million in Federal funds to provide full access control on that section of the highway.

With that, Mr. Chair, I will rest. If you have any questions that are easily answered, I'd love to give it a stab.

Mr. RAHALL. Thank you, Jay. I don't have any questions that are easily answered, except to note that you have been very responsive and on time regarding the criteria the subcommittee asked for late last year. You have given us a good idea today of your priorities among the projects that you submitted. We will give it every consideration and be in further touch with you as we go through the process.

Mr. INSLEE. I appreciate that. Thanks very much.

Mr. RAHALL. Thank you, Jay.

The subcommittee is now going to hear from a panel consisting of two of our dear colleagues, the Honorable Bill Orton and the Honorable Karen Shepherd. Karen is a very valued member of this Committee on Public Works as well as the other committee on which I have the honor of serving with her, the Committee on Natural Resources. I want to take this opportunity to commend her highly for her very effective leadership and work on behalf of the people of Utah. I welcome her and our colleague, Bill Orton, as well. Bill, are you going to go first? I will allow you then to introduce the distinguished mayors with you.

TESTIMONY OF HON. BILL ORTON, A REPRESENTATIVE IN CONGRESS FROM UTAH; HON. KAREN SHEPHERD, A REPRESENTATIVE IN CONGRESS FROM UTAH; HON. GERALD WRIGHT, MAYOR, WEST VALLEY, UT; AND HON. GEORGE STEWART, MAYOR, PROVO, UT

Mr. ORTON. Thank you, Mr. Chairman. I appreciate the opportunity to appear before the Subcommittee, and to share this time with Representative Shepherd who will follow me. I also appreciate the opportunity of introducing to this committee two mayors from my district, Mayor Stewart of Provo, on my right, and Mayor Wright, on my far right, from West Valley. I will be very brief because I would like the committee to hear the testimony of these two mayors. The committee has received my written testimony but let me just point out a couple of very critical factors.

We are here in support of two specific projects, an interchange on the Interstate I–15 at University Avenue in Provo, as well as an extension of a north-south corridor at 5600 West in West Valley City. Both are very critical projects. Let me just point out a couple of issues that I would like the committee to understand and consider.

First of all on the I–15 interchange. This is a very high priority project. We have been funding it through demonstration projects in the past. And as the Chairman knows, as demonstration projects

were stripped from the appropriations bill in the last session, it is necessary to get full authorization for this project. So we are asking for $17.5 million, which would be a sufficient amount of authorization to complete this project. The State of Utah is very committed to this as well as shown in our legislative session that just ended wherein the Governor obtained a special appropriation of $1 million for additional preliminary design work.

There are really a couple of problems with this interchange. Currently, the configuration just will not even support the current traffic levels. Subsequent to this interchange being built, in the mid-1980s there was an industrial office park developed in this immediate area. There have been 7,000 new jobs created over the last few years. In fact, one of the employers in that area, Novell, is expected to increase by an additional 4,000 jobs by the end of the decade. This interchange simply cannot carry the traffic. We now are faced with a problem in that Novell is very concerned about continuing to increase their plant and facilities in this area without the ability to ingress and egress. So they are very concerned about this project. I am sure the mayor will have more to say about that in a moment.

But in addition, Provo city is currently in a non-attainment status with the Clean Air Act. One of the problems is the traffic pattern situation. I believe that the studies will show that if this interchange were completed that it would ease the traffic patterns and would allow the Provo city area to come into compliance with the Clean Air standards. So that project is very critical.

The other project which we're here to testify in behalf of is the expansion of 5600 West in West Valley City. This covers both mine and Karen Shepherd's districts. There are very few north-south corridors in this area of the county. The Interstate 15 and the Interstate 215 are both already highly congested. This additional corridor would allow for local traffic as well as delivery and truck traffic in this most rapidly expanding area of Salt Lake Valley.

So I would thank the committee for your time and urge the committee to act favorably on these two requests.

I would like to introduce at this time Representative Shepherd to be followed by Mayor Stewart and Mayor Wright. Thank you.

Ms. SHEPHERD. Thank you, Mr. Chairman. It is a pleasure to be here again and a pleasure to have an opportunity to talk to you about the transportation systems in Utah which, as I guess everywhere, are very badly needed at this point.

I am here today to speak specifically to the 5600 West north-south artery which has been, as Mayor Wright will tell you in a few minutes, a two lane road for many years and is simply beyond its capacity to carry the amount of traffic it needs to carry safely. It has been connecting the central business area and the International Airport in the north end of the valley to a very important and rapidly growing part of the south end of the valley.

This request comes in two phases. Phase I would expand 5600 west to a four lane facility for six miles, and Phase II would expand it to a six lane expressway in the future. I strongly support West Valley City's request which currently addresses only Phase I. They are seeking an authorization for $5.4 million to help complete Phase I which has a total of $12.9 million, that's the total cost.

This facility received the support of Congress in ISTEA and I urge your consideration of this worthwhile project again.

Thank you, Chairman Rahall and other members of the subcommittee, for your time and consideration. We have very urgent transportation needs throughout Utah and we would appreciate your favorable consideration. I would now like to introduce the Mayor of Provo.

Mayor STEWART. Thank you. Mr. Chairman and members of the Public Works Committee, I appreciate the opportunity to speak before you today regarding a regionally significant transportation project in Provo, Utah. Provo has been touted in major business publications as the Silicon Valley of the Rocky Mountain States. Major computer software companies, such as Novell, have established their corporate headquarters in Provo. Mr. Chairman, this has caused an unprecedented rate of economic growth, which has created an urgent need for transportation improvements in the Provo-Orem area.

The most urgently needed transportation project in the region is the I–15/University Avenue Interchange Improvement Project. This interchange is located near the East Bay Business Park, which has been the nucleus of business development in Provo. Starting out as a fledgling business park in the early 1980s, this area now employs over 7,000 people, including Novell which is now a major international company. According to Forbes Magazine, Novell is really one of two key players maintaining the United States dominant role in worldwide software development sales.

Over 60 percent of the people commute from cities north of Provo, including many from Representative Shepherd's district and Salt Lake City which is about 30 miles to the north. Another 16 percent of commuters come from areas south of Provo. As you can see, Mr. Chairman, almost all the commuters, which would be a total of 76 percent, use the I–15 corridor and must use this University Avenue interchange. Only 24 percent of the people who work there come from our city. So it is regionally significant. And we feel because of Novell it is really a nationally significant project because this company needs to grow to maintain its position and this is where they want to grow.

The chairman of Novell, Ray Norda, almost lost his life recently trying to access Novell's headquarters in Provo due to the inadequacy of the current interchange. Every time we go to get a new building built there, the board of directors of Novell says "What about the I–15/University Avenue interchange." That is not normally a theme that would be asked for as you expand. They need a new building right now and that's the question that was asked.

In addition, job growth is expected to increase by almost 60 percent over the next five years. And this economic vitality is important not only for our area, but for the country. However, without significant improvement being made to this interchange, it will just almost come to a standstill.

We are requesting $17.5 million in authorization from your subcommittee, Mr. Chairman, to provide improved access to and from this vital area of job growth. The total cost of the project is $28 million. Our State has provided $2 million already and, as Representative Orton mentioned, we had $1 million more authorized so we

could continue working on the design and environmental stage of the project. The $4.2 million in Federal Funding was provided in fiscal year 1993 through the Transportation Appropriations bill. This money has not been drawn down yet but we're close to being able to start that. The 20 percent local match of the $4.2 million will be provided by the State. Our preliminary engineering and environmental studies have been completed and this project would be ready to go to construction in 1995 with an anticipated completion in 1997–98.

In the interest of time, I know we're running behind, I am not going to go over the actual project itself. It is detailed in the testimony. I would just like to mention one other fact though. The University Avenue Interchange Improvement Project is vital from an air quality perspective. Utah County is a moderate non-attainment area for carbon monoxide which is largely caused by the location of the Wasatch Front, the mountain range surrounding Provo, and resulting temperature inversions trap pollutants. In fact, the Indians used to call this Smokey Valley. So it is a problem that we have in this area that we will continue to have. However, improving the I–15/University Avenue Interchange will greatly help the Provo-Orem metropolitan area in complying with the requirements of the 1990 Clean Air Act Amendments.

I am going to just skip through this in the interest of time. The City of Provo and the Utah Department of Transportation have been working hard to ensure the success of this project. However, Federal funds are critical to the continued success of the I–15/University Avenue Interchange Project. According to the Utah Department of Transportation, the State's annual obligation ceiling of approximately $110 million for Federal highway funds is sufficient only to preserve the existing road systems. Funding for improvement must be obtained elsewhere. And I know that has been a question, why can't we use the current State funding? It just isn't adequate to take care of the maintenance needs, much less the needs we have for expanded construction.

That is why I respectfully request that your subcommittee, Mr. Chairman, authorize $17.5 million for the I–15/University Avenue Interchange Improvement Project. Thank you again for this opportunity to testify.

Mayor WRIGHT. Thank you, Chairman Rahall. We appreciate very much the opportunity to come today and make a presentation before you. We realize that you and your staff have lived here for about three days now; we understand that, and we appreciate your patience in hearing our needs in the West Valley City proposal for the 5600 West corridor.

We know that funds are very scarce and we would certainly solicit your help in trying to meet the need that we have. In recognition of that, I am going to attempt to say things as succinctly as possible in covering the material. I hope my thoughts won't be lethal.

As Mayor of West Valley, I have lived in the area for 34 years. I have been on the council for six years and I am now sitting as mayor. West Valley City is the second largest city in the State of Utah. It is contiguous with Salt Lake City on the southwest. It has a strong mix of industrial/business/commercial land uses. Economic

centers are located close to the freeways, but on the western part of our city there is no such access available.

Our proposal is to provide an access road that is very vitally needed. Without a strong principal arterial street that can accommodate existing and expected growth in the future, the regions positive economic climate will deteriorate. The role that adequate transportation facilities play in economic development cannot be underestimated.

5600 West is currently a half century old, two-lane highway carrying 18,000 to 20,000 vehicles per day. Twenty years from now that same street will need to carry from 60,000 to 75,000 vehicles per day. The growth is occurring very rapidly and, especially these last few years with the interest rates down, we have had a great deal of movement in residential as well as business acquisitions in the area. It is imperative that we improve this facility. In the materials that were given to the committee, you do have a map which illustrates the area we are talking about.

Our proposal is to widen the street to five lanes with two lanes in each direction and a median turn lane. At least that will be a temporary solution that will help us out a great deal. If we could get two lanes in each direction plus a median, that would be a great improvement over what we have. Essentially, this will be Phase I, which will cover from 2100 South to about 6200 South and will open up the west side of the Salt Lake Valley, a distance of approximately six miles. This section will improve the street safety and it will alleviate a lot of the congestion which we now have, as well as delay. The number of cars on the road creates a log jam each day and that certainly does not help our air quality standards.

It is crucial that we address these problems now to improve the level of service in this area. We have had many businesses that have come to locate here in this area but they are concerned that the improvement of the highway may be too far off. Some of them have come in and said "This is a beautiful view. We love this land but we need access." And so we've lost them. Some of them have been major national companies.

The Utah Department of Transportation (UDOT), Salt Lake County, West Valley City, West Jordan City, and Salt Lake City have all cooperated together in an attempt to have an environmental impact statement (EIS) provided. It is coming along very well. That will cost about $1 million and should be completed by the end of this year. We are looking at several alternatives to solve the problem in the long range. Of course, the discussion has included expressways and six and eight lane highways. But we need the immediate improvement now as a first step in this 5600 corridor project.

West Valley City's major street plan and the existing Salt Lake area Long Range Transportation Plan suggests a 106 foot right-of-way with three lanes in each direction. However, local funds to complete the project of this magnitude are simply not available. We need your help. The major cost in the expansion of I–15 and its rehabilitation will far exceed our constituency's ability to pay. Significant projects like 5600 West may get passed by because of emphasis on the major freeway system. But it is obvious that the freeway system will not work unless adequate support roads are available.

West Valley City has requested a $5.4 million authorization for expanding its portion of 5600 West. If you will note in the letter that was submitted with the materials, we explain that request. Originally, we had requested $8 million but we made a mistake in that request by including the full amount without the 20 percent match. So we are asking for $5.4 million, Mr. Chairman. If we could get that, it would relieve the congestion a great deal. It will be a major boom to our business areas—as an example, right now Frito-Lay and Matrix are both very interested in coming to Westridge—and the people along this street will finally get the improved roadway system that they have been promised for the last 20 years. Safety will improve. Right now at the intersections of 3500 South and 4100 South we have one of the highest accident areas in the entire city. Many people have been killed there, there was a nine car accident there just a while ago, and we need to do something before we have further fatalities.

So As I said, the environmental impact statement is near completed and we would be ready to go if you will approve this request and help us to alleviate the problems that we now face. You have letters from the Utah Department of Transportation, the Wasatch Front Regional Council, Salt Lake County, and the City of West Jordan. Those letters I hope will help you to see how important this is to our area.

Thank you very much for your time and your kind consideration.

Mr. RAHALL. Thank you very much, Mayor Wright and Mayor Stewart. We appreciate the both of you travelling as far as you have to be with us today and the excellent testimony you have submitted to us.

Let me just say one quick word in regard to the I–15 corridor this was referred to in your testimony. I–15 did get caught in the cross-fire, as Bill and Karen know very well, last year between our appropriating and authorizing committees. We are moving quickly and early this year on a bill because we anticipate no war with the Appropriations Committee this year and we hope to resolve the conflict that has existed in the past.

Karen has visited with me a number of times on these projects and made me fully aware of their importance and all of your testimony today has added to that. You are very well represented here in Washington by Karen Shepherd and Bill Orton and I can conclude by saying you are in good hands.

Mayor STEWART. We appreciate what they have done. They have been fantastic for us. And we appreciate you and your committee.

Mayor WRIGHT. Thank you again, Mr. Chairman.

Mr. ORTON. Thank you, Chairman.

Ms. SHEPHERD. Thank you, Mr. Chairman.

Mr. RAHALL. Thank you all very much.

The subcommittee will now hear from our dear friend and valued colleague, the Honorable Bill Coyne, who is a very important member of the Ways and Means Committee and, as I said, a dear friend to many of us. I understand he has with us the mayor of that city that is a suburb of the northern part of West Virginia, Pittsburgh. [Laughter.]

Mayor MURPHY. We like to think about it differently. [Laughter.]

Mr. RAHALL. Bill, we welcome you to the subcommittee. You may proceed as you desire and introduce the Honorable Mayor who is with you.

TESTIMONY OF HON. WILLIAM J. COYNE, A REPRESENTATIVE IN CONGRESS FROM PENNSYLVANIA; AND HON. TOM MURPHY, MAYOR, CITY OF PITTSBURGH, PA

Mr. COYNE. Thank you, Mr. Chairman. It is a great pleasure to be here and I want to thank you for the opportunity to introduce to the committee the new and dynamic and hardworking Mayor of the City of Pittsburgh, Tom Murphy. I also want to thank this committee for taking on the challenge of addressing the Nation's changing highway and transit priorities as part of the National Highway System legislation.

I strongly endorse the proposal for the North Side I–279 Intermodal Transportation Center, which is a project submitted by the City of Pittsburgh. This project is an essential part of the City's plans for promoting access to mass transit in response to the growth in vehicle traffic associated with an expansion of commercial enterprises in our downtown area.

A visit to the City of Pittsburgh would make immediately clear the need for this Intermodal Transportation Center. The downtown area is a high density business area served by light rail and the Nation's only busway system. Commuters also travel to downtown on 16 miles of High Occupancy Vehicles lanes along Interstate 279. It is at the end of this High Occupancy Vehicles system that there is a pressing need for HOV commuter parking and a transfer point to local mass transit services.

The I–279 ITC on the north side will fulfill that need in the most effective manner possible. Members of the committee should know that this project has been rated by the regional planning commission as the highest priority congestion management project in our region.

I also want to note my strong support for the City of Pittsburgh's request for funding to improve the Steel Plaza Station in downtown Pittsburgh. The planned improvements are necessary to provide adequate direct mass transit access to the Pittsburgh City Center project. The focus here is on moving people to the heart of the city's business district. The Pittsburgh City Center project will double to 8 million square feet the amount of office space directly connected to Steel Plaza Station.

Authorization of these mass transit projects is an essential part of the City of Pittsburgh's plans for constructing an intermodal transportation system that will promote continued economic expansion and job creation in Allegheny County, the City of Pittsburgh, and western Pennsylvania.

It is now my pleasure to introduce the Mayor of the City of Pittsburgh, the Honorable Tom Murphy. Again, thank you for this opportunity to appear before this panel. Thank you, Mr. Chairman.

Mayor MURPHY. Thanks, Congressman. Mr. Chairman, we would be delighted to be considered a suburb of Morgantown. We will need help with transportation, of course.

Pittsburgh has changed remarkably, as I am sure you are aware, from a city that was a steel town depending primarily on river

transportation and some highways. We have now shifted our employment base significantly and with that shift has come a need for a different kind of transportation.

Pittsburgh's employment center really reflects two downtowns; one in the City of Pittsburgh itself, a relatively dense urban center of about 400 acres, the size of a modest college campus, that brings in almost 150,000 people daily who come in to work in the city; and the Oakland area of the city, now another major employment center in the heart of the university research and hospital research taking place in the area. There are four points I want to make that we've ask that you would consider.

The first, as Congressman Coyne mentioned, is the construction of an Intermodal Transportation Center right behind the stadium on the north side of Pittsburgh. That would capture thousands of automobiles before they would enter the City of Pittsburgh. We would be providing a light rail connection right into the city from there. It would also solve the perennial problems we have at the stadium with congestion for Pirate and Steeler games. We believe that the Intermodal Transportation Center would be a wonderful example of how we are more concerned about moving people than vehicles.

The second point I want to make is, as the Congressman mentioned, concerns the area around our subway stop called Steel Plaza. We are in the process of working with the developer to double the number of square feet of office space in that area from 4 to 8 million square feet. With that doubling, the only area in the country that would have that kind of density would be in Manhattan. The expansion of that subway stop would significantly assist in moving people, again, in and out of the city and make it an effective and competitive location for business.

The point I would like to make is around the issue of how ISTEA money is divided up in regard to the local Metropolitan Planning Organization. We would ask that you consider either using population or job as the criteria in determining who is on the MPO, the Metropolitan Planning Organization. We believe that the Regional Metropolitan Planning Organization in Allegheny County, and it is probably true in other parts, that the City of Pittsburgh and Allegheny County though having the massive population, as we've demonstrated in the information we've enclosed, do not have the representation they deserve.

And the final point we would like to make is to the administration of the ISTEA program. While we realize that 40 years of doing business one way is not likely to be changed overnight, we believe that thus far ISTEA appears to be providing increased funding for long stalled highway projects while transportation innovations, like the Intermodal Transportation Center and busways, are subject to endless delays and bureaucratic red tape. Some of the folks in the trenches just haven't gotten the message. We would applaud your vigorous continued support for getting that message out and pursuing the intent of ISTEA, which is to provide innovative transportation projects.

We would welcome a visit to Pittsburgh. The All Star Game is there this year and I am sure Congressman Coyne, if you are a baseball fan, would be delighted to host you. Thank you.

Mr. RAHALL. Thank you very much, Mayor and Bill. I appreciate your comments on ISTEA in general, Mayor. I guess you would conclude, as we have, that it is successful and it doesn't need any major overhaul at this point. Is that correct?

Mayor MURPHY. Yes. We have found a remarkable difference in the last two years under the ISTEA legislation in working locally and beginning to watch money which has traditionally gone solely to highway projects begin to fund a variety of other transportation modes that help particularly cities. As the population has spread out into the suburbs, then it becomes important to have that convenient connection into the cities.

Mr. RAHALL. The MPOs are working?

Mayor MURPHY. Generally, they are. We would like, as I mentioned, to see a change in requiring the MPOs to have their board membership be determined by population or job location.

Mr. RAHALL. Thank you. I understand you have a plane to catch so we are going to let you go.

Mayor MURPHY. I do. Thank you very much.

Mr. RAHALL. Thank you. Thank you, Bill.

The subcommittee is now going to hear from a panel including our dear friend and distinguished colleague from the State of Florida, the Honorable Carrie Meek. I will allow her the opportunity to introduce those who are with her. Would you like to do that, Carrie. We welcome you to the subcommittee, Carrie. We thank you for your leadership and the very effective representation that you provide the people of your district.

TESTIMONY OF HON. CARRIE MEEK, A REPRESENTATIVE IN CONGRESS FROM FLORIDA; HON. LINCOLN DIAZ-BALART A REPRESENTATIVE IN CONGRESS FROM FLORIDA; CHESTER COLBY, EXECUTIVE DIRECTOR, METRO-DADE TRANSIT AGENCY; MIGUEL DIAZ DE LA PORTILLA, COMMISSIONER, DADE COUNTY; AND HON. JULE LITTMAN, MAYOR, NORTH MIAMI, FL

Ms. MEEK. Thank you. We certainly want to thank you, Mr. Chairman, for coming down to our district and seeing first-hand some of our needs. It is going to be very helpful to us to have had you there, and we thank you for the commitment which you showed when you came to Dade County to see some of our needs on the ground.

Mr. Chairman, I have here with me today the Mayor of North Miami, Jules Littman. Also with him, I have the chairman of the County Commission's Transportation Committee, Mr. de la Portilla. Sitting next to me is the guru of transportation in Dade County, Ed Colby. I am happy to have them here.

I am here to support their submission, Mr. Chairman, of interrelated projects request for the transit program. When you were down there we gave you one of these tablets, which is our Bible, I'm sure staff have seen it, which shows the entire program as well as the transit portion. All the things you see in this tablet have the support of the county commission and all six Members of the House of Representatives who represent parts of Dade County. Rarely do you see such unanimity among this diverse group, and others will comment on that later, but all six of us full endorse this proposal.

Dade County has become a transportation and commercial hub for Central and South America. This is the gateway for most of North America to Central and South America, and it is a gateway for Western Europe and those who connect through Western Europe for Central and South America, and it is a gateway for those coming from Central and South America for much of the world. Its position as a major international hub was further recognized by its selection for this fall's Western Hemisphere Summit. Miami International Airport last year became the largest handler of international air cargo in the United States. The Port of Miami is experiencing capacity-bursting growth in cargo and cruise ships.

Dade County is home to an international and diverse community of 2 million persons. Dade County has the unfortunate distinction of being the fourth most congested metropolitan area in the Nation. At the center of this international activity is the Metro-Dade Transit System. Mr. Chairman, it is known, but I hope the committee will take note of the fact, we are the only existing rail transit agency not included in the Intermodal Surface Transportation Efficiency Act of 1991, which all of you so fondly call ISTEA.

Existing and proposed transit extensions tie together this international commerce. The international market, with our encouragement, has chosen Miami and Dade County to be a transportation/commercial/cultural hub of the Western Hemisphere.

What I don't want to do, Mr. Chairman, is to keep the people who came from back home from having a chance to talk today. So I am going to submit the rest of my testimony for the record. Hopefully, Mr. Chairman, I have made the point that we have a well-designed intermodal transit structure here. The configuration contains everything—the airport, the seaport, and all of the related transit systems. And it has the backing of our delegation.

With that, Mr. Chairman, I would yield to the rest of the members of my group here. Thank you very much.

Mr. DE LA PORTILLA. Mr. Chairman, my name is Miguel Diaz de la Portilla. I am the Chairman of the Dade County Transportation Committee, and a member of the board of Dade County Commissioners and the Metropolitan Planning Organization. It is a great pleasure to be here before this committee. It is indeed a privilege to be here in support of our Program of Interrelated Projects, which is truly an intermodal program.

It is a program that, as our submittal shows and indicates, encompasses light rail, heavy rail, highway projects, and an intermodal center that has been called one of the most exciting intermodal projects in the Nation by the Secretary of Transportation, Mr. Federico Peña. The program is, indeed, a comprehensive program and it serves the community. That is why the community is 100 percent behind this program. It serves all areas and all segments of our community. It works together in a synergistic way. It is a program that is logical. It is a program that will provide the mobility, and the infrastructure necessary for Dade County to fulfill its enormous and unlimited potential.

Dade County, as Congresswoman Meeks mentioned, is indeed the capital of the Americas. This is further underscored by the selection of Dade County as the site for the hemispheric summit of 27 democratically elected leaders in this Hemisphere. With the pas-

sage of NAFTA and with the international trend toward regional trading blocks, Dade County is uniquely positioned to lead the way for the United States as far as international trade is concerned. We are in a unique position not because of geographics, but because of our demographics. Dade County is, indeed, the site of many international professional classes that could support and spearhead the way for the United States to form a regional trading block with future expansion of NAFTA that is unprecedented. And that is very important in this ever competitive world.

The Metro-Dade Transit Agency is the 14th largest transit agency in the United States in terms of operating budget. Metro-Dade Transit Agency's riders comprise 55 percent of all Florida transit riders. Now we have 85 million trips per year and the Metro-Dade Transit Agency has a proven track record in administering large transportation projects. Most recently, our $248 million Metro Mover project is approaching completion and is on time. It will open at the end of May 1994, and will be at least 10 percent under budget. Dade County has a proven track record in administering these large transportation projects. In addition, Dade County has led major transportation systems in ridership increase over the past two years at 12 percent. This is significant because everyone knows that at this time transit ridership has declined nationally; that has been the trend. Dade County has been going against that trend by having a 12 percent annual ridership growth over the past two years.

Miami International Airport, mentioned by Congresswoman Meeks, is one of our most important assets. Miami International Airport is number two in terms of international passengers and is a major hub airport. But unlike other hubs, Mr. Chairman and members, two-thirds of the international passengers who fly through Miami International Airport actually stay in Miami. This makes it all the more important that we have a fully integrated multimodal transportation system to support this airport. This airport, which is also the leading airport in international cargo in the Nation, can become a victim of its own success.

Mr. Chairman, you were down there and had an opportunity to see this airport and you had an opportunity to see some of the corridors, actually we flew over all of the corridors that are included in the Program of Interrelated Projects. But this airport has less than half the parking space of other comparable airports in this Nation. As a result, the airport is landlocked. This airport can become a victim of its own success and the only answer to this dilemma is the intermodal center which is included in our Program of Interrelated Projects. Again, Federico Peña has stated that this intermodal center can be, and should be, a model for intermodalism in this Nation.

Miami International Airport is important to us. And in addition to the airport, we have the seaport of Miami. It is the number one cruise port in the world. It is number eight in the Nation in cargo. The growth of both the airport and the seaport will be double digit growth within the next few years. In fact, the airport will expand. We have a $2.8 billion expansion of the airport planned over the next 20 years. The seaport likewise has a $750 million expansion over the next 10 years.

In 1990, our county adopted the long-range transportation plan. It identified six high priority corridors. Each one of these corridors is included in our program in order to meet the demands and to resolve the very severe congestion problems that we have. We were number four in the Nation in traffic congestion before Hurricane Andrew. Since Hurricane Andrew, traffic congestion has gotten worse. In order to meet the transportation demands of our community and resolve the serious congestion problems that we have, Mr. Chairman and members of this committee, we must build out all six of these corridors within a 20 year period called for in our long-range transportation plan. That is, by the year 2010, in order to meet these needs, we must build out the system.

We are not in ISTEA. The reason for that is simple. Dade County had not reached consensus up until recently. Dade County was not ready to be a part of ISTEA when the legislation was originally drafted and enacted into law in 1991. In fact, we were undergoing a transitional corridor analysis at that time to evaluate the six corridors and that wasn't completed until January 1, 1993. It took time to build the consensus and support that we have now. But the time was well worth it because—Mr. Chairman, you indicated in your meetings in October that now is the time to look at the ISTEA legislation to make amendments and to include programs—we are in a unique position to actually accomplish our transportation needs.

There is consensus and there is support for this program, from the Governor of the State of Florida to the Florida Department of Transportation to the Metropolitan Planning Organization to the Dade County Commission, both of which unanimously supported this Program of Interrelated Projects, to the local business community. We have a local business coalition called Transit 2020 which is headed by former Congressman Bill Lehman and they have been instrumental in building grassroots support for this program. This program enjoys support at all levels and from all the community because it does address all the needs of all of our community, not just some members of our community, not just some segments, but the entire community. The program makes sense; it fits very well together.

If we were to build out each one of these corridors one at a time, it would take over 40 years to complete our 20 year program. In our Program of Interrelated Projects, we have developed a plan which strategically deploys funding and labor so we can accomplish working on all six corridors at once and accomplish the implementation of all six corridors, or most of the six corridors, within the 20 year period called for in the long-range transportation plan.

Of the funding for this whole Program of Interrelated Projects over the life of this Program of Interrelated Projects which we seek to have authorized now, only 25.9 percent of money is coming from FTA sources. The rest of the money is coming from State and local sources and other Federal sources. We have dedicated sources of funding in Dade County. We have a 6 cent gas tax which was recently passed, that is our dedicated source of funding. In addition to that, our east-west corridor will receive funding from the airport and that will be another source of funding. As we speak here, our State legislature is considering an expressway authority which will

provide flexible use of revenues for transit projects, and that can also serve as a dedicated local source of funding. We now have that in place and we are seeking to develop new and more creative methods of developing dedicated local sources of funding.

As I mentioned, this program enjoys the support of everyone. This program would mean 14,000 jobs over the next 15 years to south Florida; 3,000 permanent jobs in operating the system over the life of the system. This is important not just Dade County, but for the development of the regional economy of south Dade which is so instrumental and key to our National economy.

I thank you for allowing me the privilege to testify before this committee. I brought with me Mr. Chester "Ed" Colby, our head of the MDTA. If you or any of the Members have any questions about our Program of Interrelated Projects, please feel free to ask them. We are here to answer every single one of the questions you may have. Thank you again.

Mr. RAHALL. Thank you.

Ms. MEEK. We have with us also Commission Jules Littman from North Miami Beach. He has something to place in the record, Mr. Chairman.

Mr. LITTMAN. As the co-author of this project with Congressman William Lehman, I would like to take this opportunity to thank Congresswoman Carrie Meek for the opportunity of again coming back before you, Mr. Chairman. And I thank you for the opportunity.

I do not want to repeat what I have as a matter of record; however, I would like to say that it is unconscionable and inconceivable that through an administrative error this critical middle part of the project was given a lower priority than the northern and southern sections. Because of this error, people without an understanding of the interconnecting design of this project mistakenly assumed that the North Miami Beach bike path was a separate and unconnected project. Because of this misunderstanding, $1,135,250 in previously appropriated funds in 1992 and 1993 were rescinded.

I respectfully request that full funding for this vital project be reinstated so this bike path, which conforms to the highest standards of the bike path design while enhancing the lineal park concept in the heart of a densely populated urban area, can be restored as a critical link in the northeast Dade bike path system.

Again, Mr. Chairman, I would like to thank you for the opportunity to speak.

Ms. MEEK. Thank you, Mr. Chairman. I just want to be sure that the committee understands our request, and I am sure you do, it is there in writing as well. But we certainly want you to see that the intermodal system is one which we very strongly deserve, and we're making that request with the complimenting data which you have received. Also, we would like to have the bike path project in North Miami which the commissioner just described. We think through some kind of administrative error or blooper it did not get funded. Hopefully, this committee will see fit to authorize the things which we have suggested today and those that are on the record.

We appreciate so much your time and patience. If there are questions which you would like Mr. Ed Colby to answer, I am sure he would be happy to do so.

Mr. RAHALL. Thank you very much, Carrie. It is good to see each of you again. We appreciate your patience in being with us today, and we appreciate the excellent testimony you have presented. I do note that Carrie was very responsive and timely in getting us the necessary information on these projects, and gave me additional information during my visit to Dade County. I was most particularly struck during my visit there—and Miguel, you mentioned this in your testimony—by the lack of parking facilities at Miami International Airport despite the fact that it is now the second largest international airport handling passengers, second to JFK I believe, and number one in cargo. Is that accurate?

Mr. DE LA PORTILLA. That's right. Yes, sir.

Mr. RAHALL. And that it has less than half the number of parking facilities that other major airports in our country have was a pretty striking point in favor of the transit facilities that are needed to get people to and from that facility.

I note also that Representative Bill Lehman, Carrie, did write us a letter on that bikepath. We have made that a part of the record in earlier testimony from Representative Shaw today. And others in your delegation have joined in support of these projects. We are going to have a lot of tough decisions to make when we conclude these hearings and start sifting through the excellent testimony and many worthy projects that have been submitted to us. But we will certainly be working with you, Carrie, as we get down the line in making these decisions. And Ed, as we have further questions, we will probably be in touch with you and Miguel and the Mayor.

Ms. MEEK. There is one other thing that I didn't mention that I did include in the written proposal that I gave to you today. Those were five additions to the National Highway System which were left off of the proposal for reasons which to me, being a freshman, are truly mysterious. The first National Highway which is still heavily utilized by interstate and international traffic, U.S. 1 for some reason was not included. Each of the proposed additions, although separate from the transit proposal, compliments it. That inclusion would allow the possibility of flexing some highway funds into these transit extensions. With my January 6 submittal, I provided answers to the questions that you propounded and additionally included traffic counts and projected traffic counts, which your staff has. There is also a request for some minor highway construction. If you need information beyond that already provided, please let me know or Dave Whelan of my staff.

With that, Mr. Chairman, Commissioner de la Portilla has an additional comment to make.

Mr. RAHALL. Let me ask you first about those proposed additions to the NHS that you just mentioned, Carrie. Does anybody know if they were or were not on the State's submitted NHS mileage?

Ms. MEEK. They were not.

Mr. RAHALL. Do you know why they were not?

Ms. MEEK. I am sure Ed can tell you in much better language than I can as to why they were not.

Mr. COLBY. I am not sure why they are not. It seems to be an oversight. I have questioned the State about it and, as you know, they are our best friend, and they have not given me an answer yet. But they should have been on there, especially U.S. 1. And every one of these transit corridors is on an NHS roadway also.

Mr. RAHALL. According to what we have here, you are recommending an additional 37.8 miles.

Ms. MEEK. That's right.

Mr. RAHALL. For all three of those together.

Ms. MEEK. That's right.

Mr. RAHALL. Okay.

Mr. DE LA PORTILLA. The one point I wanted to make was mentioned by Mr. Colby, and that is that each one of these transit corridors run along existing highway corridors. So there is a built-in factor that would lead to ridership numbers.

Also, the only money we will be requesting when we go through the appropriations process, I know we're at the authorization level now, is really $72 million over the remaining three years of ISTEA in terms of new money. There is an additional $17 million which we plan to use for one of the corridors, the Palmetto extension, which was saved from the Metro Mover project which, as I mentioned, will come in on time and will come in under budget.

I just wanted to clarify that one point. The request is reasonable and the program, as I said, is a truly integrated intermodal program that serves the needs of the whole community and the whole region. And I thank you once again.

Mr. RAHALL. Thank you. We will be in further contact with the State also in regard to these additions to the NHS. We do have a little leeway between what the Secretary has submitted to us and what we legally can go up to on the overall NHS mileage; we will not be doing those additions without the State's support.

Ms. MEEK. There seems to be some lack of communication. I heard my colleagues say that we're friends with FDOT. We are but with friends like that, we don't need any enemies. So we have got to get that straightened up. [Laughter.]

Mr. RAHALL. I won't touch that one. Thank you.

The subcommittee will now hear from a dear friend and distinguished colleague from the State of Minnesota, the Honorable Collin Peterson. I will allow Collin the opportunity to introduce his mayor and the other members of this panel. Suffice it to say that Collin has been a very effective and strong member of this body and we salute him for his leadership on projects that have been important to Minnesota. We are glad to hear from you in any manner you wish to proceed, Collin.

TESTIMONY OF HON. COLLIN PETERSON, A REPRESENTATIVE IN CONGRESS FROM MINNESOTA; HON. MORRIS LANNING, MAYOR, CITY OF MOORHEAD, MN, ACCOMPANIED BY CINDY PALMER, LARRY NICHOLSON, LEO ELDRED, AND MILLIA MacLEOD, MEMBERS OF THE CITY COUNCIL OF MOORHEAD, MN

Mr. PETERSON. Thank you, Mr. Chairman. I appreciate those kind words. And Mr. Emerson, I appreciate the chance to appear before you. I am here today with the Mayor of Moorhead, Min-

nesota, Mr. Morris Lanning. I also have four members of the Moorhead City Council with us as well; Ms. Millie MacLeod on my immediate left, Cindy Palmer, on the far left; over here next to the Mayor is Mr. Leo Eldred; and next to him, Mr. Larry Nicholson. I will try to keep my remarks brief so that the Mayor can have plenty of time to explain the proposal.

I think three points accentuate the need for the 34th Street project in Moorhead; and they are growth, increased traffic, and safety. Because of the tremendous growth and expansion eastward in Moorhead, the area planning organizations found a need to try to connect up the economic centers of northwest Minnesota, the southern portions of the Fargo-Moorhead area, and Interstate 94. Because of this growth, the issue of increased traffic has really become a real problem. With an estimated 10,000 vehicles and 60 trains per day, the potential auto-rail conflict would be more than twice the limit normally acceptable by the Minnesota Department of Transportation. The construction of this overpass would reduce the probability of accidents by 500 percent annually, it has been estimated, therefore saving lives and medical costs.

The 34th Street corridor connects Highway 10 and Interstate 94, both defined under ISTEA as roadways of national significance. Just to go back, they were working on this project when ISTEA was being considered and they were unable to get things together until just a month after passage. Had we been able to get a little bit ahead of this, we could have dealt with this I think in ISTEA. But they moved as quick as they could and the local planning organization determined the site for this corridor. They have a private landowner who donated the land necessary for the completion of this. So we have a lot of local involvement and support for this. And as I say, had this come together we could have submitted it at that time.

The Moorhead city officials and both the State and regional transportation agencies have done a tremendous job in working together to show the need and importance of this project and I think have made information available to you. I would just like to also say that during my time in Congress I have not asked for any demonstration projects. In fact, during ISTEA, I didn't ask for any but I was given one that I didn't ask for. [Laughter.]

Mr. PETERSON. But anyway, I am asking for this one. This is the only project, Mr. Chairman, that I am putting forward during this period so I ask that you consider it. Again, I appreciate the chance to be here. I want to thank the City of Moorhead and you for working with us on this.

With that, I will turn it over to Mayor Morris Lanning, my good friend from Moorhead, and he will fill you in on some of the details. Thank you.

Mayor LANNING. Thank you very much, Mr. Chairman, Mr. Emerson. I appreciate the kind introduction and strong endorsement of our project by our Congressman Collin Peterson, as well as the support and cooperation from Representative Oberstar. Furthermore, I wish to thank you, Mr. Chairman and members of this committee, for this opportunity to testify before you today.

Let me at the outset give you a little geographic orientation as to where Moorhead, Minnesota is. We are on the western border

of Minnesota. We are a twin city of Fargo, North Dakota. Our metropolitan area has a population of 155,000, which makes Moorhead and Fargo the largest metropolitan area between the twin cities on the east and Boise, Idaho on the west, Winnipeg on the north and Omaha, Nebraska on the south. So you can see we are very strategically located in that region.

The 34th Street Railroad Overpass project is a tied-arch bridge which will span four active and two mainline Burlington Northern Railroad tracks. These tracks carry a heavy amount of rail traffic, over 65 trains per day, from Burlington Northern's $10 million intermodal transfer facility located only two miles east of the project area. This transfer facility is the company's major freight handling location between St. Paul, Minnesota and Billings, Montana; with nearly 20,000 loads of international and regional freight transferred from railcars to trucks each year.

This facility and resultant freight movement represent a significant transportation barrier which impedes the desired and planned growth of our city. I wish to emphasize the emerging auto-rail exposure rate at this location ranks as one of the highest in the State of Minnesota among known at-grade sites. With the approval of NAFTA, it is anticipated that freight train traffic will increase substantially in our community, further compounding the access, connectivity, and safety problems that exist in the project area.

The total cost of our project is $11,218,000. Due to the critical importance of this project to the region, local governments are willing to increase by 50 percent the customary local match required for Federal demonstration projects. We will contribute nearly $3.4 million, or 30 percent, of the total cost of the project from local funds, of which $1.4 million has already been committed by our community. We feel this extraordinary local commitment is significant, and we urge Congress to fund this project no later than 1996.

As requested by the committee, Moorhead did submit a very detailed project description of this project which directly responded to the 18 points of inquiry announced by Chairman Rahall in his remarks before the House of Representatives. The most noteworthy points of that report are summarized as follows.

First, this project is supported by all area local units of government, which we think is very significant and remarkable. It is also supported by private sector activity, including the fact that the land for this access was donated by private landowners. The rail corridor has been preserved and we have done the necessary engineering and environmental planning that is required. The project will create over 500 new jobs and approximately $10 million per year in increased local payroll. The project will generate over $230 million of new residential, multi-family, commercial, and industrial investments. It will prevent the occurrence of fatalities and accidents by eliminating 650,000 daily auto-rail exposures; as was mentioned, over twice the State's justification threshold for a grade separation. The project's overall benefit-to-cost ratio is 22-to-1. And finally, the project was identified as one of the top three transportation priorities by the Minnesota Department of Transportation for new Federal funds. It has evolved from our Metropolitan Planning Organization's planning process and is a top priority within

the metropolitan transportation plan and the metropolitan transportation improvement program.

Since good planning and intergovernmental cooperation were critical to the successful development of this project, the city was not fully prepared and therefore did not seek authorization through the formulation of the ISTEA legislation. However, by 1993, upon the completion of our prerequisite project planning activities, and with Congressman Peterson's assistance, the city did request Congressional funding. Due to its merits, this project was one of the few included for funding in last year's House transportation appropriations bill. The legislative difficulties that arose last year are understood; however, Mr. Chairman, your willingness to consider new projects for authorization now provides us an opportunity to secure the Federal assistance required to accomplish this much needed project.

As I mentioned, the project's cost exceeds $11.2 million. And while we have obtained through the normal ISTEA process a funding commitment from MDOT of approximately $500,000 for a portion of the corridor's roadway construction, the overpass costs exceed even MDOT's Federal capacity. I wish to note in Minnesota ISTEA funds are targeted to regional areas. West central Minnesota only receives $11 million per year for all levels and types of ISTEA projects. As committee members can see, our overpass project would exhaust the entire 12 county area's annual target amount. Thus, the 34th Street Railroad overpass project, although it will generate very significant economic and safety benefits, is well beyond the local, regional, or State capacity to fund.

However, if Congress would include this project in its new authorizations and appropriations, it could be accomplished and the ensuing benefits to our metropolitan area, the region, and the Nation could be achieved. These benefits would directly address the President's call to rebuild America by providing a metropolitan transportation network that contributes to economic growth, productivity, global competitiveness, intermodal connectivity, and safety hazard elimination.

Therefore, Mr. Chairman, on behalf of the citizens of Moorhead and the residents of our metropolitan area, I respectfully request that this committee include the 34th Street grade separation project in its ISTEA authorization priorities. Thank you very much, Mr. Chairman, for your consideration.

Mr. PETERSON. We have the city council here and they are available for any questions. They are just here to show support. So I guess that's it unless you have any questions.

Mr. RAHALL. Thank you very much. I appreciate the show of support and the testimony presented. I notice in our compilation of information, Collin, that you have been very responsive and on time in regard to the questions the subcommittee asked in the latter part of last year, and that the corridor project also enjoys the support of the State by being listed on the State Transportation Improvement Plan. Is that correct?

Mayor LANNING. It is listed as one of the top three priorities for new Federal funding by the State.

Mr. RAHALL. Right. Let me ask you one thing, Collin. This was not mentioned or, if it was, I may have missed it in the testimony.

You have just recently submitted to us two proposed additions to the National Highway System; U.S. 59 in the vicinity of Three River Falls to the Canadian border, and also State Route 11 from the North Dakota-Minnesota border to Beaudette, Minnesota; the first one is 60 miles and the second one is 40 miles.

Mr. PETERSON. Right. I was going to mention that when we got done with this. I talked with Mr. Mineta about that. The State, for whatever reason, did not include that in their plan, if that was going to be your question.

Mr. RAHALL. Yes, it was.

Mr. PETERSON. As near as we can tell, at least in the case of U.S. 59, the reason they gave us was traffic counts. But they were done in 1990 and since that time we have had three casinos that have been built in that area and the traffic from Winnipeg has increased substantially.

Especially with Highway 59, that highway is on the National Highway System all the way through the United States until it gets 60 miles from the Canadian border and then it stops. That just seems like kind of a crazy situation that they would just end it. My folks up there are so upset about Canadian wheat that they are ready to declare war on Canada anyway, but we're not really ready to sever the highway system. So especially in the case of Highway 59, we would like your consideration for adding that. There is going to be increased traffic in the future because of these casinos and all of this Winnipeg traffic coming down to these Indian-owned casinos in my district.

The other one comes across as really one of the ways that we can get over to 29 from the Beaudette area which connects up some of Canada. There is a lot of traffic from Marvin Windows and Polaris which are on that highway. Marvin Windows is a big window manufacturer and has 4,000 employees, and Polaris makes most of the snow mobiles and ATVs. So they are important to our area.

So we would just like you to consider them. We will go back and talk to the Department of Transportation and show them this new information to see if we can get their support and try to get that to you.

Mr. RAHALL. Great. It sounds like the new information may cause a little different perspective on whether it is a principal arterial route or not. That could be a major factor in helping us decide whether or not to add it.

Mr. PETERSON. Thank you.

Mr. RAHALL. Thank you very much, Collin. I appreciate very much your leadership and your being with us today.

The subcommittee will now hear from a very dear friend and distinguished colleague of ours from the State of Texas, the Honorable Ron Coleman, a valued member of our House Appropriations Committee. Ron is going to give us some information on the El Paso project and some transit projects, as I understand. You may proceed as you desire, Ron. Welcome.

TESTIMONY OF HON. RON D. COLEMAN, A REPRESENTATIVE IN CONGRESS FROM TEXAS; JOHN ADAMS, M.D., REPRESENTING THE BORDER TRADE ALLIANCE

Mr. COLEMAN. Thank you, Mr. Chairman and members of the committee, for the opportunity to testify before you on critical southwest border surface transportation projects for inclusion in your National Highway System legislation.

I am joined today by Doctor John Adams of the Border Trade Alliance who is also available to answer any questions you may have. I would ask the committee to permit the submission of his statement and the overall projects for the southwest border.

The Congressional Border Caucus has identified a number of very important, critical projects for locations along the U.S.-Mexico border. I cite those in all of the testimony that I have submitted. We have selected 12 communities along the U.S. side of the U.S.-Mexico border which we believe certainly warrant your serious consideration for authorization. The communities have a consensus among State and local officials about the kinds of projects that they want to move forward. The report from the Border Trade Alliance concerned not just elected people, but trade and transportation experts and business leaders in requesting Federal funds to address the infrastructure requirements that we believe will improve the climate for economic development and trade in the southwest border region of the United States.

As you pointed out, I have the honor of representing the City of El Paso in the U.S. Congress. I would like to bring to your attention five major highway projects and one transit project which are of the utmost importance to the economic vitality of the city I represent. I understand the committee may only be able to authorize a portion of the cost of these projects, but I wanted to provide the committee with a complete picture of these major border infrastructure projects.

The Clinton administration, as you know, negotiated the North American Free Trade Agreement. It has since been approved by the Congress of the United States. I believe that it provides us a significant opportunity for our country, the southwest border region and my City of El Paso. Having made that commitment as a country, I think it is now up to us to see to it that we go forward with the mechanics of how we begin to really and truly deal with the North American Free Trade Agreement. If we are to benefit from increased trade with our neighbors, then I think we have got to provide the necessary infrastructure to accommodate those increases.

The reactivation of the El Paso street cars is a project that I think deserves authorization. Until as recently as 1973, an extensive electric rail street car system operated in El Paso, a city of nearly 600,000 people. Having had that system, we believe the project would reinstall El Paso street cars as a downtown shuttle transit system linking businesses, government offices, and public attractions. El Paso is a non-attainment air quality area. Therefore, it is critically important that El Paso make every effort to reduce emissions. Electric vehicles, such as street cars, emit no pollutants.

The second project I mention is the extension of the Border Highway. This project will link the City of El Paso with the international port of entry in Fabens, Texas along the Rio Grande, and connect the rural communities in El Paso's lower valley. Much of the growth that is going to take place in the coming years is in the southeastern direction from the major metropolitan area of the City of El Paso. Extension of the Border Highway will help accommodate increased levels of commerce between the United States and Mexico. The Border Highway in El Paso was envisioned as a result of the Chamizal Treaty that was ratified in 1964. This extension would in essence amend Public Law 89–795 which provided for the original highway linking two international ports of entry within El Paso County.

The third project provides for highway connectors to intermodal transportation hubs from adjacent airports under a joint use agreement of Biggs Army Airfield and El Paso International Airport. An authorization of $45 million is requested. An agreement on this project has recently been negotiated between the City of El Paso and Fort Bliss Army Post. This agreement will allow the joint use of Biggs Army Airfield in El Paso International Airport to enable the Army to expand its strategic deployment capabilities and the City of El Paso to develop a truly multimodal transportation hub for United States-Mexico trade. The authorization requested by the City of El Paso would provide for highways linking the two airports and construction of a connecting taxiway. Because negotiations were only completed recently, I would like to submit the criteria requested by the subcommittee as a part of my statement for the record.

For the fourth project, completion of Loop 375, an authorization of $230,382,000 is requested. A large portion of Loop 375 is already built. This project will complete a major beltway around the city and alleviate congestion on Interstate 10. The project is being developed in tandem with the Border Highway extension.

Next, an authorization is being requested for improvements to I–10 from Redd Road to Cotton Street, including construction of a diamond interchange, relocation and construction of entrance ramps, and additional travel lanes to a congested portion of I–10.

And finally, an authorization requested for construction of Lee Trevino Drive. It will provide access to the Zaragoza point of entry from the large residential/employment center east of El Paso. It will allow more efficient utilization of the port of entry, giving better auto and commercial access to the newly upgraded border crossing at Zaragoza, relieving some of the congestion at the Bridge of the Americas port of entry. It will also protect the historical mission structures in the community of Ysleta now within the city limits of El Paso, and protect residential neighborhoods located along Yarborough Drive, Pendale Road, and Zaragoza Road.

In closing, I would like to thank the Chairman and the committee for the opportunity to testify and urge you to give these projects your every consideration. I would only say parenthetically, Mr. Chairman, that in making this request, as a member of the Transportation Subcommittee of the Appropriations Committee, I fully understand your needs and your requirements to keep legislation in what is doable. I would only say that we on the Appropriations

Committee are aware that we cannot put money in a pipeline and expect it to stay there. We are through with those days where we believed that we could put money for projects where it cannot be expended out. I appreciate very much the questions to which you asked us to respond. I think it is the right direction to go. I want to applaud this committee for its effort in trying to make the best determination for the allocation of newly limited resources. Thank you, Mr. Chairman.

Mr. RAHALL. Thank you, Ron. Doctor Adams, did you want to make a statement?

Mr. ADAMS. No. The only thing I would like to say is, as the chairman of the Border Trade Alliance Infrastructure Committee, we have looked at the communities up and down the border over the last six years to try to catalogue information on those key aspects of transportation in the southwest U.S. border area. The most important thing I could say is we are the jumping off point for trade out of the 47 States north and south in the North American market.

Mr. COLEMAN. And if I could, Mr. Chairman, make sure that his testimony is a part of the record, I would be most appreciative.

Mr. RAHALL. Sure. We'd be glad to have it.

Mr. COLEMAN. Thank you.

Mr. RAHALL. Ron, I have no specific questions. I do note that you have submitted all the information we requested on time and you have been responsive to the questions we've asked. A number of your projects do have the support of the State by being listed on the State Transportation Improvement Plan. So we appreciate your testimony and will be working further with you as we go on with the process.

Mr. COLEMAN. Thank you, Mr. Chairman. Appreciate your consideration.

Mr. RAHALL. Thank you.

Does the gentlewoman from the State of Washington, Ms. Cantwell, have any questions?

Ms. CANTWELL. No questions.

Mr. RAHALL. Okay. The gentleman from Missouri, Mr. Emerson?

Mr. EMERSON. I have no questions. Thank you.

Mr. RAHALL. Ron, thank you again.

The subcommittee will now hear from a good friend and distinguished member of the House Appropriations Committee, the Honorable John Myers. I will allow him the honor of introducing his guests this afternoon.

TESTIMONY OF HON. JOHN MYERS, A REPRESENTATIVE IN CONGRESS FROM INDIANA; HON. JIM RIEHLE, MAYOR, LAFAYETTE, IN; LIZ SOLBERG, PROJECT MANAGER, LAFAYETTE RAILROAD RELOCATION

Mr. MYERS. Thank you, Mr. Chairman. When I came in a moment ago Mr. Emerson was in the Chair. I had been in conference with the Senate trying to work out some differences with the other body, and when I came in I thought, my gosh, has something happened that turned this House around? Is Bill chairman now?

Mr. RAHALL. We are a very bipartisan committee, John. You know there are no Democrat or Republican bridges or roads, they are all bipartisan and we're in this together.

Mr. MYERS. That's the way we appropriators work but I didn't know you handled it that way, too. You are to be commended.

Mr. Chairman and members of the committee, thank you for giving us the opportunity to visit with you once again. What we are talking about today is a demonstration project in Lafayette, Indiana, one that I inherited a number of years ago. I must say, quite candidly and honestly, when they first inherited me under redistricting a few years ago, I was not an avid supporter of this project. But they did make some changes in how it was paid for between the city, from which we have the mayor today, the State, the county, and the railroads and I have been a supporter ever since.

I wish you all had the opportunity to go out and visit this project because, even though it is not finished at this point, it is already taking shape and everyone can be proud of it. There are a lot of people to be thanked for this. Certainly the mayor and his administration have worked so hard. Our neighbors across the river in West Lafayette, they are supporting it and everyone in that community is going to benefit, too. They have the support of the Chamber of Commerce, the legislators, and every business in the area. So it has been a great project, it is a great project, but it needs a little bit more help to finish it.

At this time I am proud to present—I say present because he is no stranger to this committee; these two have appeared before—our Mayor Jim Riehle, who is here once again, and with him is the Project Manager, Liz Solberg. I am very happy to present them today to give their testimony.

Mr. RAHALL. Thank you, John.

Mayor RIEHLE. I am Jim Riehle, Mayor of Lafayette, Indiana, Mr. Chairman. I would like to thank you for the opportunity to submit testimony this afternoon. I would like to thank the members of the subcommittee who have been very supportive and have facilitated the construction of four of the five segments of Lafayette Railroad Relocation project. Congressman Myers has been a strong supporter of Railroad Relocation and has helped move the project forward. Hopefully, the community can reach this long-sought goal.

This project was originally authorized under Section 163 of the Federal Aid Highway Act of 1973 as amended, and was included in ISTEA Section 1037 for the first three years. I come before you today to request that fiscal years 1995, 1996, and 1997 be added to the Railroad Relocation program language in order to complete the fifth and final segment of Lafayette Railroad Relocation.

A total of 42 grade crossings would be eliminated by the completion of the project. And if you have an opportunity to look at the brochure which is in the back of this document I believe that you have before you, I can explain it a little bit better. The goal lines, as you will see on the brochure, are the Norfolk and Southern rail line, which has a double mainline track that passes through the city, and the other one is the CSX track that passes through the heart of downtown Lafayette and passes within a block of the courthouse and of city hall.

The section in downtown Lafayette cross 14 blocks of the central city and blocks most thoroughfares leading and connecting to West Lafayette, Indiana, home of Purdue University. And with the 35,000 students that comprise the student body of Purdue, and with the increase in vehicular traffic, we have a serious problem that we are seeking to resolve.

In addition to the traffic conflict, public safety vehicles are blocked every day in carrying out their mission by the blockage of the grade crossings. We estimate over 13,000 vehicles are stopped daily by the trains. We have 12 to 16 accidents annually and the overall purpose of this project of course is highway safety and elimination of the grade crossings.

Our current efforts to solve this crippling problem began in 1969, and the project has been a top priority of my administration in the 22 years I have been mayor. Since 1976, Railroad Relocation has been a separate department of the city and we have run it frugally and efficiently with a minimum of staff. In 1979, the office was established in the Big Four Depot, shown on the front of the brochure. We are supplementing the project funds with Federal enhancement money to move the project forward and to restore the depot for use as an intermodal Amtrak facility.

The public participation is something we are very proud of. We received an award from the Department of Transportation and the National Endowment of the Arts for the design of the project and for the public participation that has been initiated to move the project forward. We have had the support of governors of Indiana from both political parties and we have received great cooperation from the railroads through the years. They have donated their engineering expertise as well as 20 acres of land in order to move the project forward.

The Lafayette City Council most recently has given authority for bonding which will provide for the non-Federal share of Railroad Relocation. And as Congressman Myers has mentioned, we have the support of the mayor of West Lafayette and the county commissioners, and we have letters contained in the material before you from neighborhoods, environmental organizations, business and labor groups, and we have a number of letters from just plain citizens who support the project.

We have some photographs in the exhibit. Exhibit A will show you how the city is progressing with funds that have been provided by the subcommittee. We have in the background a new bridge connecting Lafayette and West Lafayette, and in the foreground is the fourth of the five phases of Railroad Relocation that is presently under construction.

We anticipate the awarding of contracts in April and July of this year to finish the fourth phase of Railroad Relocation that will, in fact, result in the relocation of the CSX tracks that go through downtown and close to city hall and the courthouse. We anticipate groundbreaking for the fifth and final stage to occur this year to begin, as I mentioned, the final phase of the project.

We estimate that two-thirds of the project benefits will be realized with completion of the fifth and final stage. That stage alone will result in the elimination of 24 at-grade crossings. And the final cost-benefit will be realized once the overall project is completed.

We feel that we have carried out the intent of Congress when originally authorized in 1973 Highway Act. We are on the brink of solving this problem. However, we do need the help of the committee to reauthorize the project and give us an opportunity to complete it. It is a critical safety problem in our community. We do have the overwhelming support of the citizens and the bipartisan support of State and local officials. And we have a record of accomplishment.

I respectfully request your review of the material we submitted to you and respectfully request reauthorization of this project. We would be pleased to answer any questions that you or committee members may have. Thank you.

Mr. RAHALL. Mayor, what kind of tie are you wearing today? [Laughter.]

Mayor RIEHLE. Well, I didn't wear my railroad tie. I have got that at home. But we want to get that out for you when you come to visit Lafayette and see the progress of our project. [Laughter.]

Ms. SOLBERG. It plays "I've Been Working on the Railroad".

Mr. RAHALL. That would be very appropriate in my territory as well.

Really, from looking through this, you are not requesting any additional dollars. Is that right?

Mayor RIEHLE. We are requesting continued authorization from this committee, Mr. Chairman.

Mr. RAHALL. That's what I understand. There are previously authorized ISTEA funds under Section 1037, where we have railroad relocation projects, and you are requesting authorization through fiscal year 1997.

Mayor RIEHLE. That's correct.

Mr. RAHALL. It looks like a given to me. I don't know why we didn't do it in the technical correction.

Mayor RIEHLE. As you know, a number of times ISTEA has provided we have to do this. Good intentions but it just wasn't quite wrapped up.

Mr. RAHALL. We certainly will give this our strongest consideration. Right now, just off the top of my head, it looks like it is certainly worthy of an extension for this time period. So we will be in further touch with John about it.

Mayor RIEHLE. Thank you.

Mr. MYERS. Thank you, Mr. Chairman.

Mr. RAHALL. Thank you very much for bringing this to our attention.

The gentleman from Missouri, Mr. Emerson.

Mr. EMERSON. I concur with your comment, Mr. Chairman. Ought to take care of it.

Mr. RAHALL. The gentlelady from Washington, Ms. Cantwell.

Ms. CANTWELL. No questions.

Mr. MYERS. So often we authorize and fund programs and we never see the benefits. Very hard for the taxpayer back there. This is something the taxpayers see every day. In fact, because of the relocation and some of the intersections have been changed, it is confusing once in a while but it is not finished. But this is something where you can actually see where our tax dollars are being

used and being used wisely. I wish we could say that about all of our projects.

Mr. RAHALL. Thank you, John.

I don't see our next scheduled colleague present. So we are going to go ahead to Earl Pomeroy, our distinguished colleague from the State of North Dakota, who is with us. Earl, we would be glad to hear from you and you may proceed as you desire.

TESTIMONY OF HON. EARL POMEROY, A REPRESENTATIVE IN CONGRESS FROM NORTH DAKOTA

Mr. POMEROY. Thank you very much, Mr. Chairman and members of the subcommittee. I appreciate this opportunity to testify on the proposed National Highway System. This committee, under your leadership, Mr. Chairman, deserves high praise for holding these hearings and moving this important legislation. Many people talk about the urgent need to prioritize Federal spending; through the National Highway System, I think this committee is meeting that challenge.

Today, I come before the committee to request your support for the addition of 53 miles of U.S. 81 in northeastern North Dakota to the National Highway System. U.S. 81 runs between the towns of Manvel and Hamilton. It is classified as the principal arterial and was designated by the State Department of Transportation, with whom we have closely worked, for inclusion in the National Highway System. However, the Federal Highway Administration people did not include U.S. 81 in the National Highway System proposal submitted to Congress.

As I understand it, the National Highway System was created to prioritize this country's most important roads. By improving our most important transportation routes through the National Highway System, we can sharpen our competitive edge in international markets. I want to make this point specifically relative to Highway 81. American farmers rely on high quality transportation routes to remain the most competitive producers in the world. Today, the U.S. has a $20 billion world trade surplus in agricultural products. In order to preserve and improve our competitive edge in agriculture, we must designate commodity transportation routes as national priorities.

Mr. Chairman, I am here today to tell you that U.S. 81 is a vital route in North Dakota's agriculture economy. U.S. 81 runs through some of the most productive farmland in the entire world—the Red River Valley. The two northeastern counties served by this stretch of U.S. 81 produce several million tons of potatoes, sugar beets, dry edible beans, sunflowers, and spring wheat each and every year. The majority of these commodities are transported to market via this road. And the weight and the volume of traffic on this route strongly indicate that this is a stretch of road that should be included in the National Highway System.

Let me try to illustrate for you the importance of this road. Each year our farmers deliver almost 62,000 truckloads of sugar beets to American Crystal Sugar Company at various sites along U.S. 81. From these sites, the sugar beets are then hauled down U.S. 81 to Drayton and East Grand Forks where they are processed and shipped to manufacturers and retailers throughout the country. As

you can see, U.S. 81 is an absolutely vital link in this commercial chain, and that is just for sugar beets. When you add potatoes, beans, sunflowers, and spring wheat to this equation, you really begin to understand how important this stretch of road is to the economy of the region.

The weight and volume of traffic on U.S. 81 places a tremendous strain on the roadway. I was on this stretch of road just last Saturday. I can tell you that the heavy and intense commercial use of this road was clearly evident. Even today, this stretch of road is operated on a thin margin. I would be very concerned about our ability to maintain this as a viable artery without it being included in the National Highway System.

Some might argue that it runs parallel and close to Interstate 29 and that makes it unnecessary for inclusion. First, I would like to point out that on a national map U.S. 81 is included in the National Highway System in other States when it runs closely parallel. Second, in the event that Highway 81 is not in the National Highway System and road deteriorates, moving the farm traffic over to I–29 would substantially impact this stretch of the Interstate Highway System. The increased traffic would vastly accelerate the wear and tear on I–29, and hinder the commercial and private traffic that currently uses the interstate. The sheer volume of agriculture production in the Red River Valley requires that both routes be designated as national priorities.

Agriculture accounts for over one-half of North Dakota's economic output. As you can imagine, North Dakotans know better than anyone how important high quality transportation is to our agriculture economy. Even I was surprised, however, when I received petitions signed by over 700 people in the small towns up and along this stretch of Highway 81 indicating their concern for this stretch of highway. People from towns including Hamilton, Ardoch, Manvel, Grafton, and Minto, as well as concerned citizens throughout the Red River Valley have contacted my office on this issue. It is on their behalf that I appear before you today.

Mr. Chairman, again I commend you for this undertaking. You can count on me for an ally when it comes to designating and moving this legislation. But I implore you and the other committee members to look favorably upon the inclusion of this 53 mile stretch of Highway 81 in northeastern North Dakota into the system. I would be happy to answer any questions, Mr. Chairman.

Mr. RAHALL. Thank you, Earl, for your testimony. From our discussions with DOT, we understand that North Dakota Route 200 may come up on their recommended additions to the NHS. So there seems to be some support downtown for that. However, on U.S. 81, we don't get the same indications. So I would just urge you to work with your State and get their full support for this as well.

Mr. POMEROY. Yes. Mr. Chairman, we do have the full, vigorous, and enthusiastic support of our State Department of Transportation. I have not personally gone downtown to try and see what the objection would be relative to this stretch of road. It is curious to me, without much debate those arteries identified in red on this map were included. This is a stretch of road that has a usage and is recognized by the people in the area as very important the flow of commerce in their area, as identified by both the media coverage

and these petitions. In terms of the outcry, I don't know that there is a 53 mile stretch of road that has been included already that would have this level of priority and importance as identified by the people living in the area.

Mr. RAHALL. We will continue to work with you on it, Earl.

Mr. POMEROY. Thank you very much.

Mr. RAHALL. Thank you for your testimony.

The subcommittee will now hear from our distinguished colleague from the State of Indiana, the Honorable Peter Visclosky.

Peter, we welcome you to the subcommittee, and we understand you're going to be testifying on projects in northwest Indiana. You may proceed as you desire.

TESTIMONY OF HON. PETER J. VISCLOSKY, A REPRESENTATIVE IN CONGRESS FROM INDIANA

Mr. VISCLOSKY. Mr. Chairman, first of all, I want to thank you and the other Members of the subcommittee for the opportunity to testify. It's also good to be home again, as a former Member of the committee. I would ask that my entire statement be entered into the record. I understand that yourself, as well as the other Members of the committee, have already had a long day.

Mr. Chairman, I would really like to make two points about the testimony and the nine projects that I bring to the subcommittee's attention, six of which already received initial authorization under ISTEA.

That is—and the chairman is very familiar with the economics of my district—between 1977 and 1987, we suffered a second Great Depression and lost over 38,000 jobs. We have continued to lose employment, and now the numbers are close to 50,000. We have expounded over a number of years a concept for the next generation and looking at economic renewal, trying to find ways to begin to diversify our economy, as well as strengthen the existing steel and oil and manufacturing base that is in place. We have also reached out to strike a cooperative chord between the various municipalities and towns involved, our regional planning agency, as well as the State of Indiana. The projects I bring to you, I think, strike a balance in that regard.

Of particular significance is the Lake Shore project to extend Lake Shore Drive through northwest Indiana to the State of Michigan, not to literally slap six lanes of concrete along the southern shore of Lake Michigan, but to look at our transportation grid and look at how we can increase access and encourage redevelopment of our lake shore to take advantage of the great natural resource we have, and that's Lake Michigan. I am asking for expanded authorization of $600,000 in this regard.

I'm also looking for additional authorization to the tune of $4.8 million for an East Chicago Marina access road in the City of East Chicago. The Indiana general assembly has authorized the introduction of gaming boats on the southern shore of Lake Michigan. The City of East Chicago already has a marina in place, and it is my understanding that its sister city to the east, Gary, will also now have at least one of its gambling boats in the adjacent area. This particular earmark, as well as the marina access road monies requested for the Gary marina, are of particular concern to me.

The constraints as far as the 1990 Clean Air Act and ISTEA also ring true to the district I represent. We have fundamental problems with our air quality. When I took office in 1985, there were two rail systems in northwest Indiana. Today we only have one, a diagonal cut through the district I represent, from the community of Valparaiso to Chicago. A previous Amtrak service has now been discontinued, and we are asking for a $56,000 authorization to study what might take its place and what might ultimately feed into a regional bus system that we are trying to develop.

In line with the idea of cooperation, the Cities of Gary, East Chicago, and Hammond are attempting to begin to consolidate and coordinate their three bus systems. Unfortunately, today if you get onto a bus in Gary, Indiana, you can't leave the city. If you get on a bus in East Chicago, you can't leave the city. If you get on a bus in Hammond, Indiana, you can't leave the city. The three transportation districts understand that dilemma and are trying to rectify it, and authorization by your subcommittee would do a great deal in that regard.

I would close my testimony by simply indicating that we have four additional requests, again, three of which received original authorization in ISTEA, and a fourth which will mean a lot of development along our southern economic corridor.

I appreciate, again, the opportunity to address the Members of the subcommittee and would want to work closely with yourselves as well as your staffs in the design and construction of your legislation.

Mr. RAHALL. Thank you very much, Peter, for your testimony. I do note that on each of your projects, you have submitted the requested information in full and on a timely basis. And for the most part, with the exception of two that we have questions about, the projects are also listed on your State Transportation Improvement Plan, which, therefore, shows State commitment to these projects as well.

The two that we are not sure about and have questions about are the Calumet Avenue right-of-way acquisition and the Chicago commuter study for Valparaiso. So if you have any additional information you can submit on those, we'd appreciate it.

Mr. VISCLOSKY. Mr. Chairman, I would be happy to submit that for the record.

Mr. RAHALL. I have no further questions.

The gentleman from Wisconsin, Mr. Petri?

Mr. PETRI. I'd like to thank you for your testimony regarding your projects. I know they're important to that area and to a lot of others in the region. I drive through your area fairly often, and I know that there are a lot of changes that are going on as Chicago and northwest Indiana expand, and so we'll do our best to work with you on these projects.

Mr. VISCLOSKY. I appreciate that, and I was remiss in my testimony in also indicating that for the committee files, I would like to submit a report by our regional planning commission on the Lake Shore Drive concept, again, showing that we have that regional concept and cooperation in place.

Mr. RAHALL. Sure. And also 2 items from the Northwestern Indiana Regional Planning Commission that I have received.

One, regards the Calumet Avenue Right-of-Way Acquisition in Dyer, Indiana; and the other regards the Valparaiso-Chicago Commuter Corridor Study.

[The information follows:]

NORTHWESTERN INDIANA
REGIONAL PLANNING COMMISSION
Together We Make The Difference

From Anywhere (219) 763-6060
From Lake Co. (219) 769-6060
From LaPorte Co. (800) 709-6060
Fax Messages (219) 762-1653

6100 Southport Road
Portage, Indiana 46368

January 5, 1994

The Honorable Nick J. Rahall II, Chairman
Committee on Public Works and Transportation
Subcommittee on Surface Transportation
B-376 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Rahall:

This letter is an endorsement of the Calumet Avenue extension project that Representative Peter Visclosky is submitting to the House Committee on Public Works and Transportation for inclusion in the proposed legislation on the National Highway System.

The Northwestern Indiana Regional Planning Commission (NIRPC), a cooperative of local governments serving a three-county population of 750,000, supports this as an important project for the economic future and the efficiency of the transportation system in our region. This project will complete the investment in the Calumet Avenue corridor that has already been made using STP and pre-ISTEA Urban System funds. Until this corridor is complete, the existing investment will not be fully utilized. This extension project will provide a necessary link in the transportation system that will tie I-80/94 to US-30 in the western part of Lake County.

NIRPC supports additional federal funding for this project. We believe it to meet the eligibility standards for federal funds. We believe that this project will be an efficient and useful application of federal funds. With your support, we hope to see this important project come to completion.

If you need any additional information regarding this project, we would be happy to help. Please contact me at (219) 763-6060 if you would like to discuss this project in more detail.

Sincerely,

James E. Ranfranz
Executive Director

JER/WMB/
copy: Rep. Visclosky
Edward Altgilbers

REP. PETER J. VISCLOSKY
State: Indiana 01
Staff contact: Cameron Griffith (5-2461)

PROJECT NAME: Calumet Avenue right of way acquisition
Dyer, Indiana

Authorization request: $750,000

Project summary: This project would be a right of acquisition for the extension of Calumet Avenue between Main Street and U.S. Highway 30.

(1) Identify the state or other qualified recipient responsible for carrying out the project.

The town of Dyer, Indiana will be responsible for carrying out this project.

(2) Describe the design, scope, and objectives of the project.

Calumet Avenue is designed as a four-lane road with a designated speed limit of 40 mph. This project is an extension of the existing roadway which currently ends at Main Street. The project would extend the road from Main Street to U.S. 30 which is a distance of 2.1 miles. The objective is to relieve congestion on both Sheffield Avenue in Dyer as well as U.S. 41 in Schererville, thereby reducing the hydrocarbon levels and noxious emissions.

(3) Is the project eligible for the use of Federal-aid fund?

Yes.

(4) What is the total project cost and source of funds?

$750,000 (80 percent federal, with a 20 percent local match from the Town of Dyer).

(5) Will there be private sector funding for a portion of the project and, if so, how much private sector financing is being made available on the project?

Yes. The Powers-Rueth corporation has donated $100,000.

(6) Will the completion costs for the project exceed the amounts requested for the project?

No.

(7) Has early work, such as preliminary engineering and environmental analysis, been done on the project?

Yes. The project is at the final engineering stage and the environmental document has been updated.

(8) What is the proposed schedule and status of work on the project?

Right-of-way acquisition is scheduled to take one year, and it will begin as soon as funds are available.

(9) Is the project included in the metropolitan and/or state transportation improvement plan(s), and if so, scheduled for funding?

No.

(10) Is the project considered by state and/or regional transportation officials as critical to their needs?

Yes. It has been on the Northern Indiana Regional Planning Commission (NIRPC - the MPO) long range transportation plan since at least 1974 and is considered to have a region-wide benefit. This project would also complete a vital transportation corridor that has been constructed in phases over the past eight years. (See attached letters of support.)

(11) Why have state and/or regional transportation officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process?

There are a number of communities in Northwest Indiana that are scheduled to receive STP funds before the Town of Dyer. Therefore, the town would have to wait several years to obtain funding.

(12) Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other concerns?

No.

(13) How will the project objectives be attained?

The construction of Calumet Avenue will give travelers an alternative to Sheffield Avenue and U.S. 41 as described in question #2.

(14) Describe the economic, energy efficiency, environmental, congestion mitigation, and safety effects associated with completion of the project.

In moving traffic more efficiently we will be using less gasoline, producing fewer air pollutants, and eliminating a substantial amount of traffic congestion at the intersection of U.S. 41 and U.S. 30, thereby reducing environmental threats and improving on congestion mitigation as well as energy efficiency. There is also a grade separation at the railroad intersection which would improve safety conditions.

(15) Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded?

No.

(16) In lieu of proposed project, what other transportation strategies have been considered by state and local transportation officials?

Car-pooling, van-pooling, ride sharing, and mass transportation.

(17) Is the authorization requested an increase to a previously authorized amount for this project, or would this be the first authorization for this project? Has this project previously received federal funding, commitments regarding future funding (such as an LOI or Full Funding Agreement), or appropriations?

This would be the first authorization. The project has not previously received federal funding or commitments regarding future funding.

(18) If highway trust funds are not made available for the project, would you support general revenue funds for it?

Yes.

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6100 Southport Road
Portage, Indiana 46368

January 5, 1994

The Honorable Nick J. Rahall II, Chairman
Committee on Public Works and Transportation
Subcommittee on Surface Transportation
B-376 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Rahall:

This letter is an endorsement of the Central Commuter Corridor Study that Representative Peter Visclosky is submitting to the House Committee on Public Works and Transportation for inclusion in the proposed legislation on the National Highway System.

The Northwestern Indiana Regional Planning Commission (NIRPC), a cooperative of local governments serving a three-county population of 750,000, supports this as an important project for the efficiency of the transportation system in our region. The project will study a number of modes and routes to improve the access for commuter trips from central lake and Porter Counties to downtown Chicago. This area is in severe non-attainment of the National Ambient Air Quality Standards for Ozone . This project will consider alternatives to the single occupant vehicle for commuter trips to downtown Chicago.

NIRPC supports federal funding for this project. We believe it to meet the eligibility standards for federal funds. We believe that this project will be an efficient and useful application of federal funds. With your support, we hope to see this important project come to completion.

If you need any additional information regarding this project, we would be happy to help. Please contact me at (219) 763-6060 if you would like to discuss this project in more detail.

Sincerely,

James E. Ranfranz
Executive Director

JER/WMB/
copy: Rep. Visclosky

REP. PETER J. VISCLOSKY
State: Indiana 01
Staff contact: Cameron Griffith (5-2461)

PROJECT NAME: Valparaiso-Chicago Commuter Corridor study

Authorization request: $56,000

Project summary: This study would determine the feasibility of restoring commuter rail service between Valparaiso, Indiana and Chicago, Illinois.

(1) Identify the state or other qualified recipient responsible for carrying out the project.

The Northwestern Indiana Regional Planning Commission (NIRPC) and the City of Gary will be the lead agencies in designing and implementing this study.

(2) Describe the design, scope, and objectives of the project.

This would be a one-year study, in which a number of transportation options will be studied in terms of capital costs, operating costs and deficits, compatibility with existing transportation infrastructure, and availability of funds. Among the transportation alternatives to be studied will be: commuter rail, light rail, busways, and transportation systems management (improvement of existing facilities). There will be a number of alignments studied, including the Conrail Line on which Amtrak ran a commuter service until 1991, the Grand Trunk line, and the State Road 130 and State Road 49/Interstates 90-94 highway corridors.

(3) Is the project eligible for the use of Federal-aid fund?

Yes.

(4) What is the total project cost and source of funds?

$70,000 (80 percent will be federal money, with a 20 percent local match).

(5) Will there be private sector funding for a portion of the project and, if so, how much private sector financing is being made available on the project?

No.

(6) Will the completion costs for the project exceed the amounts requested for the project?

No.

(7) Has early work, such as preliminary engineering and environmental analysis, been done on the project?

No.

(8) What is the proposed schedule and status of work on the project?

Pending funding availability, the project would be able to begin in 1995, and it would be a one-year study.

(9) Is the project included in the metropolitan and/or state transportation improvement plan(s), and if so, scheduled for funding?

No. This is a new, high-priority initiative.

(10) Is the project considered by state and/or regional transportation officials as critical to their needs?

Yes, this study is critical to the proper completion of the transit portion of the long-range transportation plan for Northwest Indiana. In addition, as this is a severe non-attainment area, viable alternatives, such as mass transit, need to be examined. (See attached letters of support.)

(11) Why have state and/or regional transportation officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process?

This is a new, high-priority initiative.

(12) Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other concerns?

No.

(13) How will the project objectives be attained?

The project objectives are to identify one or more viable and cost effective transportation improvements for inclusion into NIRPC's Long Range Plan, along with a first estimate of costs and a time schedule for implementation which can be used to schedule these improvements in the Long Range Plan. At present, it is felt that these objectives can best be done through contracting with a consultant.

(14) Describe the economic, energy efficiency, environmental, congestion mitigation, and safety effects associated with completion of the project.

Completion of the study will allow us to see if this new commuter service will result in any real savings in congestion, air quality or energy use -- all of which will be factors in choosing a preferred alternative. Economic and safety effects can be determined from the net gain in ridership resulting from the implementation of the chosen alternative.

(15) Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded?

No.

(16) In lieu of proposed project, what other transportation strategies have been considered by state and local transportation officials?

Studies of travel in the South Shore Corridor (by the Northern Indiana Commuter Transit District) as well as continued NIRPC support of commuter bus service in the Valparaiso - Hobart corridor have been proposed.

(17) Is the authorization requested an increase to a previously authorized amount for this project, or would this be the first authorization for this project? Has this project previously received federal funding, commitments regarding future funding (such as an LOI or Full Funding Agreement), or appropriations?

No.

(18) If highway trust funds are not made available for the project, would you support general revenue funds for it?

Yes.

LAKE SHORE DRIVE STUDY

to study linkage roads to connect Lake Shore Drive and surrounding facilities in Lake, Porter, and LaPorte Counties.

Background

This project is a manifestation of the "Marquette Plan", as envisioned by Indiana's First District Congressman. The project would eventually improve the access to the Lake Michigan shoreline for recreational activities. The Indiana Department of Transportation and the National Park Service have studied the feasibility of establishing parts of US-12 as a scenic highway. The Lake Shore Drive Study has been provided special project funding through the Intermodal Surface Transportation Efficiency Act (ISTEA). In addition, the ISTEA provides special project funding for projects to improve access to the East Chicago and proposed Gary marinas. This study provides the feasibility and a framework for future preliminary engineering, to implement the recommended construction projects.

Components

1. *Involvement*

This study would be administered by the Northwestern Indiana Regional Planning Commission, in cooperation with the Indiana Department of Transportation, and conducted by a consultant.

The activities of the consultant would be overseen by a study **policy committee**, including:

Indiana Department of Transportation (Kathy Davis) **chair*
Federal Highway Administration Indiana Division (Art Fendrick)
Congressman Peter Visclosky
NIRPC (Edward Gonzalez)
City of Hammond (Duane Dedelow)
City of Whiting (Robert Bercik)
City of East Chicago (Robert Pastrick)
City of Gary (Thomas Barnes)
City of Portage (Sammie Maletta)
City of Michigan City (Robert Behler)

The study would seek broader public input through a **technical advisory committee**, including:

Indiana Department of Transportation LaPorte District (Frank DeRisi) **chair*
Office of Congressman Peter Visclosky (Adam Adams)
Federal Highway Administration Region V (Sam Herrera)
Federal Transit Administration (Andy Mimyo)

Environmental Protection Agency (Patricia Morris)
Indiana Department of Environmental Management (Kathy Prosser and David Dabertin)
Indiana Department of Natural Resources (Tom Post)
NIRPC (James Ranfranz and Dan Gardner)
Lake County (Peter Katic)
Porter County (Larry Sheets)
LaPorte County (Stephen Wurster)
Lake County Highway Department (Joe Mika)
Porter County Highway Department (David Schelling)
LaPorte County Highway Department (Eugene Shurte)
Lake Michigan Marina Development Commission (Barbara Waxman)
City of Hammond (Stan Dostatni)
City of Whiting (Dan Botich)
City of East Chicago (Rich Sobilo)
City of Gary (Enyi Nwabara)
City of Portage (John Hannon)
City of Michigan City (Keith Fujihara)
Town of Ogden Dunes (Ted Ialeggio)
Town of Beverly Shores (Carol Ruzic and Rick Rikoski)
Hammond Transit System (Rebecca Gutowsky)
East Chicago Public Transit (Johnny Florence)
Gary Public Transportation Corporation (James Holland)
Municipal Coach Services (Paul Cecil)
Northern Indiana Commuter Transportation District (Gerald Hanas)
Burns International Harbor (Jim Hartung and Peter McCarthy)
Northwest Indiana Forum (Tom McDermott and Dewey Pearman)
Indiana Dunes National Lakeshore (Dale Engquist and Fred Szarka)
Save the Dunes Council (Charlotte Read)
Hoosier Environmental Council (Michele Nanni)
Shirley Heinze Environmental Fund (Myrna Newgent and Barbara Palampin)
interested citizens

The chair of each of these committees would be the appointment to the committee from the Indiana Department of Transportation.

The study policy committee would be responsible for the selection of the project consultant, and the adoption of the final recommendation. The public involvement part of the study would be the responsibility of the NIRPC.

The advisory committee would meet at least four times. The committee would meet at the beginning of the study, at the initiation of the alternatives, after the evaluation of the alternatives, and at the draft final recommendation. The policy committee would meet at the same study milestones, plus at the end to adopt the final recommendation. The study sponsor and consultant would meet or telephone at least monthly to discuss the project schedule and any problems.

The meetings of the committees would be open to the public. Notices would be provided to the news media that attend all regular NIRPC meetings, and those that request notices. Notices of the meetings of the policy committee would be sent to the members by mail at least seven days prior to the meetings. Notices of the meetings of the technical advisory committee would be sent to the members at lease seven days prior to the meeting, and would be published in the local newspapers at least ten days prior to the meeting.

Prior to the adoption of the recommendation by the policy committee, a 30 day period would be open for public comment. The comments would be provided in summary form to the policy committee for consideration.

2. *Objectives*

The Intermodal Surface Transportation Efficiency Act provided the initial federal funding for this project. The ISTEA included a line item *to study linkage roads to connect Lake Shore Drive and surrounding facilities in Lake, Porter, and LaPorte Counties.* The study is an attempt to implement the Marquette Plan's vision for improved accessibility of the Lake Michigan shoreline for the people of Northwestern Indiana. The study should focus on the existing transportation system to the extent possible, and examine the possibility of lake shore linkages. Lake Shore Drive should be a set of improvements to roads in the vicinity of the Lake Michigan shore that together provide increased opportunity to access the recreational and commercial land uses that benefit from Lake Michigan.

The ISTEA requirements for the analysis of major transportation investment alternatives, and the congestion management system requirement for analysis of travel demand reduction and operational improvements on the existing transportation system must be considered in this project, since the result will likely be a significant increase in the capacity of the system to accommodate travel in the single occupant vehicle mode.

This project should be coordinated with the development of Indiana's Coastal Zone Management Program, and with the Lake Shore Drive Study companion project in Northeastern Illinois.

The Lake Michigan Circle Tour should utilize the routes recommended by the study, to the extent possible and logical.

3. *Study Area*

The study should consider the area bounded by the Lake Michigan Shore and Michigan state line on the North, I-94 on the South and East, and the Illinois State Line on the West. A separate, and related project is to be conducted in Northeastern Illinois, to consider the extension of Lake Shore Drive in Chicago to the Indiana State line.

4. *Issues*

The industrial development in Northwestern Indiana has limited the accessibility of the shoreline from most of Northwestern Indiana's people. The points that are left must become more easily reached for recreational and commercial utilization of the shoreline.

The Indiana Dunes National Lakeshore park system provides a significant opportunity for the preservation of open space, and natural environmental features. The Indiana Dunes State Park is a generator of a significant number of recreational trips throughout the year. Accessibility to this park system has been studied, and a recommendation for a designation of part of US-12 as a scenic roadway is being formed. The Lake Shore Drive Study should build on the foundation that was started by the National Park Service in the Porter County area.

During the 1980s, a significant investment was begun on the development of public use marinas. These marinas have the potential to attract many recreational and commercial trips to the shore.

Recently, the prospect for riverboat gambling at lakefront sites in Hammond, East Chicago, Gary, and Michigan City has emerged as a significant boost to the economic potential of Northwestern Indiana. The number of trips generated by these potential new gambling complexes may require significant infrastructure investment, and should be fully considered in the study.

Northwestern Indiana is in severe non-attainment of the National Ambient Air Quality Standard for Ozone. Because of this status, the emissions from motor vehicles must not be allowed to increase. The development and improved accessibility of the lake could generate additional vehicle trips, especially during the Ozone season. The study must fully consider steps to mitigate the potential increase in Vehicle-Miles of Travel that would result from the implementation of the study recommendations.

5. *Land Uses*

An inventory of the land uses in the study area should be created. The level of detail should be greatest in close proximity to the shore, in the areas that are likely to develop into shoreline-related land uses, and in areas that are likely to be impacted by the study recommendations. The land uses to be considered are single unit residential, multi unit residential, industrial, retail commercial, other commercial, marina oriented, casino gambling oriented, park, utility, highway transportation, railroad transportation, and other transportation.

6. *Existing Transportation Facilities*

The study should consider the use of, and impacts on the following highways: I-90, I-80, I-94, US-41, US-12, US-20, SR-312, SR-912, I-65, SR-152, SR-51, SR-249, SR 149, SR-49, SR-520, US-421, US-35, SR-212, 112th Street, 119th Street, Standard

Avenue, Front Street, Dickey Road, Riley Road, Old SR-912, Canal Street, Guthrie Street, Michigan Street, Clark Road, Buchanan Street, Clay Street, Lake Street, Oak Street, County Line Road, Stagecoach Road, Hillcrest Road, Crisman Road, Niequist Road, Babcock Road, Oakhill Road, Mineral Springs Road, Wagner Road, Waverly Road, Tremont Road, Kemil Road, Broadway (Beverly Shores), Lakeshore County Road, Central Avenue (Pines), County Line Road, 10th Street, Franklin Street, Lake Shore Drive (Michigan City), Washington Park Boulevard, Karwick Road, Eastwood Road, and Meer Road.

The study should consider the following railroads: Chicago South Shore and South Bend Railroad, Conrail Railroad (Amtrak), Conrail Railroad (freight), Indiana Harbor Belt Railroad, Elgin Joliet & Eastern Railroad, Baltimore and Ohio Railroad, Norfolk Southern Railroad, and all spurs and rail yards of the above, including abandoned railroad rights-of-way.

The study should consider all existing and proposed pedestrian and bicycle facilities in the study area.

The study should consider the fixed route bus services provided in the area, and potential expansions of service, including service provided by the Hammond Transit System, East Chicago Bus Transit, Gary Public Transportation Corporation, and (Michigan City) Municipal Coach Services. In addition, the study should consider the service provided by the Chicago Transit Authority and the Regional Transit Authority (PACE).

The study should consider the existing and proposed use and development of the Gary Regional Airport.

In addition, the study should consider the use of industrial land for potential transportation investment.

7. *Environmental constraints*

An inventory of the wetlands, Section 4(f) lands, Section 6(f) lands, parks, landfill sites, Superfund sites, and hazardous materials impacted sites should be created. This inventory will aid in the identification of locations unsuitable for development. A full environmental assessment shall be conducted on the study recommendations, in response to the National Environmental Policy Act requirements.

8. ***Requirements***

An identification of the access requirements of the existing and proposed land uses in the study area that are associated with the recreational and commercial utilization of Lake Michigan shall be identified. In addition, the potential mitigation measures to offset the growth in VMT generated by the proposed land uses shall be identified.

9. *Alternatives*

The range of alternatives to be studied shall be established by the study policy committee in consideration of the recommendations of the technical advisory committee. The committees shall screen the following list of alternatives, and identify the appropriate alternatives for the study area. The following list of alternatives is from the ISTEA requirement for Congestion Management System analyses in non-attainment areas with populations over 200,000.

(1) Transportation demand management measures, such as, carpooling, vanpooling, alternative work hours, telecommuting, and parking management;
(2) Traffic operational improvements, such as, intersection and roadway widening, channelization, traffic surveillance and control systems, motorist information systems, ramp metering, traffic control centers, and computerized signal systems;
(3) Measures to encourage high occupancy vehicle (HOV) use, such as, HOV lanes, HOV ramp bypass lanes, guaranteed ride home programs, and employer trip reduction ordinances;
(4) Public transit capital improvements, such as, exclusive rights-of-way (rail, busways, bus lanes), bus bypass ramps, park and ride and mode change facilities, and paratransit services;
(5) Public transit operational improvements, such as, service enhancement or expansion, traffic signal preemption, fare reductions, and transit information systems;
(6) Measures to encourage the use of nontraditional modes such as bicycle facilities, pedestrian facilities, and ferry service;
(7) Congestion pricing;
(8) Growth management and activity center strategies;
(9) Access management techniques;
(10) Incident management;
(11) Intelligent vehicle-highway system and advanced public transportation system technology; and
(12) The addition of general purpose travel lanes, *including the construction of new road segments.*

In addition, the study should consider at least three alternative sets of general alignment, number of lanes, the degree of demand management, and operating characteristics.

10. ***Evaluation of alternatives***

In accordance with the ISTEA major investment alternatives requirements, the alternatives that are considered must be evaluated with respect to the effectiveness, and cost-effectiveness of the alternatives in attaining local, State, and National goals and objectives. The analysis shall consider the direct and indirect costs of reasonable alternatives, mobility improvements, social, economic, and environmental effects, safety, operating efficiencies, land use, economic development, financing, and energy consumption. In accordance with the NEPA process, coordination shall be maintained with all environmentally-oriented regulatory agencies.

11. *Recommendations*

The study shall result in a recommendation by the consultant of the steps that are necessary to achieve the accessibility, mobility, and environmental objectives. The recommendation shall be provided in draft form to the study policy and advisory committees, with a matrix of the results of the evaluation and costs. The study policy committee will adopt a preferred recommendation, which is to be reflected in the final documentation.

The results of the study shall include the specification of the project's design concept and scope in sufficient detail to meet the requirements of the USEPA conformity regulations.

12. *Documentation*

The Lake Shore Drive Study shall be documented in a report that will reflect all of the considerations that are included in this scope. In addition, minutes of the meetings of the study policy committee, advisory committee, and all media articles that appear on this subject shall be included in an appendix to the report.

The documentation shall include the environmental studies that will be used for environmental documents, including the draft environmental impact statement or environmental assessment, and the final environmental decision documents, culminating in the execution of a Record of Decision or Finding of No Significant Environmental Impact by the FHWA and/or the FTA.

Mr. RAHALL. Again, thank you very much, Peter, for being with us today.

Mr. VISCLOSKY. Thank you, Mr. Chairman.

Mr. RAHALL. The subcommittee will now hear from a panel consisting of our colleague, the Honorable Maxine Waters—Maxine, I understand, is on her way, but if the others will come forward, we can begin the panel—the Honorable Mayor Edward Vincent, City of Inglewood, California; and Mr. Paul Eckles, City Manager, City of Inglewood, California.

Gentlemen, we welcome you to the subcommittee. We do have your prepared testimony, and you may proceed as you desire. We'll recognize our colleague Maxine Waters when she comes into the room.

Mayor, do you want to kick it off?

TESTIMONY OF HON. MAXINE WATERS, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; AND HON. EDWARD VINCENT, MAYOR, CITY OF INGLEWOOD, CA, ACCOMPANIED BY PAUL D. ECKLES, CITY MANAGER, CITY OF INGLEWOOD, CA

Mayor VINCENT. It's usually pretty difficult to start without Maxine, but since she's not here, I'll try to start.

First of all, Mr. Chairman and Members of the subcommittee, I certainly want to thank you for the opportunity to appear before you today. I'm Ed Vincent, the Mayor of the City of Inglewood, and I've lived in Inglewood for the past 20 years. During that time, I've served as a member of the Inglewood Unified District Board of Education, as a member of the City Council, and as the Mayor for the city for the past 12 years.

With me today is our City Manager, Paul Eckles. Paul has been an important part of the Inglewood community and has served as City Manager for the past 18 years. And I might add, he's served with distinction.

I'm here to tell you a little bit about Inglewood, and I think when I tell you these things, I'm sure when you hear it, you will agree that we have a remarkable community, and as Mayor, I'm very proud of the City of Inglewood.

Inglewood is located in the southwest portion of Los Angeles County, in the area we call the South Bay. We are about 9.5 square miles in size, and we have a population of about 113,000 people. Our population is predominantly minority—about 50 percent African-American, 39 percent Hispanic, 8 percent caucasian, and about 3 percent others. Our current unemployment in Inglewood is 12 percent, and that's about 30 percent higher than L.A. County's.

Of course, Inglewood faces the same challenges and issues that most urban communities face, but unlike many areas, we have a lot going for us, and I'm proud of that. We have the great Forum where the Los Angeles Lakers and the Los Angeles Kings play. It happens to be in Inglewood. We have Hollywood Park Racetrack, one of the largest and most beautiful racetracks in the world. It happens to be in Inglewood.

We have two major medical facilities in Inglewood, Centinela Hospital and Daniel Freeman Hospital. Centinela Hospital is the designated facility for the Lakers, the Kings, the Dodgers, the

Rams, and the Raiders. Daniel Freeman Hospital is nationally recognized for its cardiac care and prenatal treatment programs.

We are five minutes away from Los Angeles International Airport (LAX), and easily accessible from the four major freeways. And I'm looking up there at the Honorable Glenn Anderson, and he's smiling at me, and he's telling me everything is going to be okay.

From a commerce point of view, our location is ideal. Unlike the gentleman from North Dakota—he talked about the farm community—I'm a graduate from the University of Iowa, and I know about Gary and Valparaiso and Lafayette, Indiana. It sounds like I'm on the C-Span bus, and it's great to be here. This is the first time I have ever testified. As I was saying, we are a visitor-oriented city, and an important part of Inglewood's local economy is based on visitors. Visitors come to Inglewood for recreation, entertainment, and service.

We estimate over six million people come into our city each year. That volume of people means that we need good streets, we need good highways for them to travel on. The streets that get people quickly to and from their destinations of these games, these services, this recreation facility and back home with the least hassle are very advantageous to us. That is why we are here today.

Before I introduce Paul Eckles, our City Manager, I have a personal agenda here. Paul doesn't know about it. The Lakers, the Kings, the Dodgers, the Rams, and the Raiders are really not what they used to be. Now, I need a little help from you guys. I know you're located in Washington, and you've got problems here, too, with the 'Skins. But any help you can provide me in getting the teams I've mentioned back to their winning ways will be greatly appreciated.

At that, I'll turn it over to Paul Eckles.

Mr. ECKLES. Thank you, Mr. Mayor. Let me just tell you a little bit about how this project fits in Inglewood, and the Mayor will point at the map while I do that.

Even if you didn't already know about the City of Inglewood and where it is, you know about the things that generate traffic in the City of Inglewood. Just immediately west of our city is the Los Angeles International Airport (LAX) that generates over 50 million passengers per year. In Inglewood is the Forum, where the Los Angeles Lakers and the Kings play, and the Hollywood Park Racetrack. Between those two venues alone, they generate more traffic than Dodger Stadium and the Los Angeles Coliseum combined. So we've got major traffic impacts in our city.

Down the western side of our city is the San Diego Freeway. The principal interchanges on that freeway are at Century Boulevard, which provides the principal access to the Los Angeles International Airport, and at Manchester. Those two are our primary accesses for our sports and entertainment venues.

A number of years ago (LAX) decided they needed an interchange at Arbor Vitae, which is between two major interchanges. Century Boulevard is clogged, and they need improved access to their north side development. They've succeeded in getting Caltrans to add that interchange to their construction plan for 1998. They've got $38 million budgeted for that project. But we can't let them go forward unless we've got the ability to improve access on our side.

The City of L.A. is contemplating widening their portion on the west side of the freeway to six lanes. Our portion, which goes through an old business district, is four lanes wide. However, it only has two traffic lanes and two parking lanes. This is a very creative project, because it will widen the street to four traffic lanes and a left turn lane, with very little property acquisition. We are able to do this by banning on-street parking and putting new parking lots in each of those blocks in this old business district. It's very popular with the businesses in that area, because it's going to improve their business district, and it's going to improve the carrying capacity of that street in a dramatic way.

We've already locally funded $5 million of the $10 million cost for this project. We need an authorization for the remaining $5 million. We have all of the environmental reviews and everything else done. It's basically designed. We're ready to go.

I'd be happy to answer any questions you might have about this project.

Mayor VINCENT. Mr. Chairman, if I might, I'd just like to add—I saw the picture of the Honorable Glenn Anderson, and he's been very helpful to us and all of the Los Angeles County area when he helped with the 105 Freeway, which is a prototype situation. That freeway has been so important to Inglewood that we would have put it in ourselves if we could have paid for it. That's how important it's been.

It's been a great help to us, as well as if, in fact, this program goes through. We're waiting now, we have the EIR that's been completed, the rest of the project could be completed, but they won't complete the interchange until we find funding to continue the Arbor Vitae widening project. So we certainly appreciate your hearing our testimony.

Mr. RAHALL. We have been told since the beginning of this panel that Representative Waters is on her way. Maybe we should have asked from where.

Mayor VINCENT. She might be on Arbor Vitae and can't get here. [Laughter.]

Mr. RAHALL. We'll hold just temporarily to see if she'd like to come in and add her testimony as well.

[Recess.]

Mr. RAHALL. Representative Waters is at a press conference in the Capitol, so she won't be here immediately, as we thought.

Mayor VINCENT. Okay. Before I go, Mr. Chairman, I meant what I said about the Rams, the Lakers, the Kings, and the Dodgers. I was just kidding about the Washington Redskins, though. [Laughter.]

Mayor VINCENT. Thank you.

Mr. RAHALL. Is our next witness, Mr. Gerald Hyland, the Fairfax County Supervisor, present?

Mr. HYLAND. Yes, Mr. Chairman.

Mr. RAHALL. Why don't you come up, Mr. Hyland, and present your testimony. We understand your Representative, Jim Moran, is supposed to be here at 4:30, so we'll go ahead and hear from you and then allow Jim to join you when he comes in.

Mr. HYLAND. May I proceed?

Mr. RAHALL. Yes, Mr. Hyland, you may proceed as you desire.

TESTIMONY OF HON. JAMES P. MORAN, A REPRESENTATIVE IN CONGRESS FROM VIRGINIA; AND GERALD W. HYLAND, FAIRFAX COUNTY (VIRGINIA) SUPERVISOR

Mr. HYLAND. Good afternoon, Mr. Chairman and Members of the subcommittee. My name is Gerry Hyland. I've served as an elected member of the Fairfax County Board of Supervisors representing the Mount Vernon District since 1988. In addition to serving on the board, I also serve on the board of the Virginia and National Association of Counties, and on the board of the Washington Metropolitan Area Council of Governments.

If I may be permitted a short aside, it is with warm feelings that I return to this building, having been an elevator operator here in my days when I attended Georgetown Law School, and it also reminds me of the days I appeared as a lobbyist representing the Credit Union National Association. So it's nice to be back. This is one of my favorite places.

Mr. RAHALL. We share something in common. That was my first job on Capitol Hill as well as, an elevator operator.

Mr. HYLAND. Wonderful. I had the honor of bringing up, literally, Congressman Carl Albert, who I used to see at 10:30 or quarter of 11:00 every evening. He's one of the hardest workers I think I have met.

I wanted to thank the subcommittee for the opportunity to present the testimony——

Mr. RAHALL. Mr. Hyland.

Mr. HYLAND. Yes?

Mr. RAHALL. I'm sorry to interrupt. Since we are still waiting on Jim, perhaps we could ask our colleague Representative Waters if she wishes to come forward.

Mr. HYLAND. Fine.

Mr. RAHALL. We've heard from your Mayor, Maxine, and we've heard from Mr. Eckles, and we would be delighted to hear from you at this point as well.

Ms. WATERS. Thank you very much, Mr. Chairman. Let me just say that I am so grateful that you have shown the interest not only in California, but in Los Angeles, and that much of what you have done today centers on, I guess, our needs and our concerns in the Los Angeles overall area. So this is my Mayor here from Inglewood, California, right adjacent to the Los Angeles area.

For you and the Members of this committee, again, I thank you for the opportunity to testify on behalf of the Arbor Vitae widening project. The proposal for widening Arbor Vitae has been submitted by the City of Inglewood, California, in my congressional district. I have with me, of course, and you have talked with already Mayor Ed Vincent and Mr. Paul Eckles, Inglewood City Manager, both of whom have spoken on behalf of the project.

The City of Inglewood, I guess they have talked about where it's located, in southwest Los Angeles County, and it is adjacent to the world's busiest airport, Los Angeles International. A decade ago, Los Angeles Department of Airports and the California Department of Transportation identified the need for an interchange on Interstate Highway 405 at Arbor Vitae Street as a means of relieving one of the most congested areas of southern California.

As a result, the interchange was programmed into the 1980 State Transportation Improvement Plan. However, construction of the interchange has been delayed, pending completion of the improvement to Arbor Vitae. Arbor Vitae must be widened from its present two lanes in order to accommodate the increased traffic that will directly result from the I–405 interchange.

Mr. Chairman, I cannot stress enough the urgency of this project. This project has been included in the federally approved funding year 1993–1999 regional transportation implementation plan by the Metropolitan Transit Authority. It is truly vital to the transportation infrastructure supporting LAX, to the cities of Los Angeles County throughout my congressional district, and to the region.

Five million dollars, half of the total project cost, has already been secured with local funds. The City of Inglewood is seeking, of course, Federal assistance in securing the remaining $5 million to complete the widening improvements in Inglewood.

Thank you for the dedication you have shown to the National Highway System legislation and for your patience, again, in conducting all of these hearings.

Again, the Mayor is here, he's already testified, and we're just hopeful that we'll be able to realize this small success for the City of Inglewood. It's a very important city in the Los Angeles region.

Mr. RAHALL. Thank you very much, Maxine. You have been responsive to the questions the subcommittee asked near the end of last year, and on time as well, and we do note that this has the support of the State by being listed on the State Transportation Improvement Plan, and we will be working further with you on this as we go through this process.

Ms. WATERS. Thank you so very much.

Mr. RAHALL. Thank you, Maxine.

Thank you, Mayor.

Mayor VINCENT. Thank you.

Mr. RAHALL. Mr. Hyland, thank you for your patience.

Mr. HYLAND. Of course.

Mr. RAHALL. Perhaps Representative Moran will be joining us shortly as well.

Mr. HYLAND. Thank you. Being a local elected official, patience, I think, is the first part of the job description, Mr. Chairman, but it sure is fun.

I want to thank the subcommittee for the opportunity to present this testimony and recognize the exemplary work of Congresswoman Leslie Byrne, a distinguished Member of the subcommittee who has worked on a host of Northern Virginia transportation matters, and express the county's appreciation for her longstanding support of this project.

Fairfax County, as I'm sure each of you know, is one of the fastest-growing areas of our Nation. Presently, we have a population of 850,000 persons, making us the equivalent in size to the 11th largest city in the United States. It goes without saying that transportation is one of the major problems and issues for Fairfax County, and with our nearly 2 percent annual rate of population growth, our county's transportation infrastructure is now being heavily strained, and certainly it will become more so in the future.

I appear before you today in behalf of the entire Fairfax County Board of Supervisors, which has established the Fairfax County Parkway/Franconia-Springfield Parkway—it kind of sounds like we can't make up our minds what to call it, but we just call it the Parkway—as being our single most important transportation priority.

The Parkway is a 35-mile major controlled access facility located entirely in Fairfax County. The design provides for a four- and six-lane shoulder section initially, with provision for future expansion to six and eight lanes. A multipurpose bikeway trail runs the entire length of the project.

The project begins in the northwest corner of Fairfax County at the Route 7/Algonquin Parkway intersection and traverses the county, ending at Route 1 and Beulah Street in the southeast. The link between Rolling Road and Beulah Street is named the Franconia-Springfield Parkway, with the remainder, Route 7 to Route 1, called the Fairfax County Parkway.

The Parkway is the county's only circumferential highway outside the Capital Beltway, and it links three major limited access facilities: I–95, I–66, and the Dulles Toll Road. When complete, the Parkway will enable vehicles to travel directly from Reston in the northwest part of the county to Route 1 in the southernmost part of the county.

The Parkway will also provide major access to the Franconia-Springfield Metrorail Station and Transportation Center, as well as Fort Belvoir and the proposed Engineer Proving Grounds development.

We urge your support at this time for ISTEA authorization of a critical unfunded segment of the Parkway project, which is I–95 at Newington to Telegraph Road. I have brought a map, and that is the section which is in the white-taped portion. To the left and to the right are segments that are funded, and that is the only remaining part of the Fairfax County Parkway that remains unfunded.

The initial phase of the project which funding is requested for begins at Newington Road immediately south of the I–95/Newington/Backlick interchange now under construction as a part of the I–95 HOV lanes extension and ends with a grade-separated interchange at Telegraph Road. This segment will provide a four-lane access control facility generally following the existing Backlick Road alignment. This one-mile portion of the larger Parkway project is designed to provide direct access from I–95 to Fort Belvoir, located in the Route 1 area.

The total cost to complete this segment is $57 million, with $43 million required for land acquisition, primarily because this alignment takes us through substantial industrial land, and $14 million for construction, including utility relocation.

We believe this project is most meritorious for authorization of Federal funds and represents an extraordinary undertaking in several respects. First, the Parkway represents a mature project, with more than 80 percent either completed or funded for construction. This project boasts a phenomenal track record for meeting planned milestones on time and on budget, and there can be no doubt that

this project is ready to go and that the funds we are seeking can be fully obligated during the remaining three years of ISTEA.

Second, the project enjoys widespread community, regional, and State support. The Commonwealth of Virginia, Fairfax County, and private developers have already committed $386 million to this project, with an additional $64 million in publicly approved bonds also committed to date. These resources amount to the lion's share of the funding required to complete the entire Parkway project. But with the capacity for county and State resource commitments nearly exhausted for a project of this magnitude, the critical link will not come to fruition without access to Federal resources.

Third, we face an enormous challenge in Fairfax County over the next decade as we work to ease growing traffic gridlock and sustain a quality of life of which we are most proud. Importantly, it will ease traffic burdens throughout the region by relieving the exponential growth of vehicular traffic on the beltway, 495, and the county's secondary roads.

Many would be surprised to learn that the 1990 Census data reveals that more than half of the county's residents work within the county. Nearly 75 percent work in Virginia, with only 20 percent working directly in the District of Columbia. Such cross-county commuter traffic brings with it difficult burdens for our road system and tremendous challenges. In this instance, we have endeavored to accommodate the significant growth envisioned for the Fort Belvoir and EPG sites and are now assessing the transportation impacts of a monumental development plan under development by the Army for the area.

I might add, the Engineer Proving Grounds site, which is a mixed-use development, would propose to place on that piece of ground which sits down to the right on this map—non-residential development would be 10.5 million square feet, 2.9 million of that would be for the Army's purposes, residential units would be 3,950. So it is a substantial major development that, of course, would be served by this roadway.

Now please allow me to detail for you, Mr. Chairman and Members of the subcommittee, the essential rationale for this project and the cost assumptions built into our request.

Fort Belvoir, as I'm sure you are aware, is a major Army installation with a development mission to become an administrative support center providing services throughout the region. Certain growth in employee commute trips to this particular area of the county will only exacerbate acute infrastructure problems we already face.

The recent restructuring of many military installations associated with BRAC will result in very significant changes at Fort Belvoir and the southern portion of Fairfax County. The immediate impact of these actions will be an addition of approximately 4,500 employees to Fort Belvoir and 600 additional peak-hour vehicles on the Backlick Road/Fairfax County Parkway alignment in 1995. Additional relocations of facilities to the fort are also anticipated and under consideration. The near-term influx of employees to the fort will significantly impact existing roads in southeastern Fairfax County, most of which are already operating under congested conditions during the peak commuting hours. Further, a major public-

private development plan has been developed by the Army, and that is the EPG development that I mentioned a minute ago, which will have a dramatic impact on the requirement for transportation infrastructure.

In order to attempt to mitigate some of the impacts of Fort Belvoir's expansion, DOD has proposed utilizing Defense Access Road Program funds to complete the southernmost 1.8 miles of the Parkway between Telegraph Road and Route 1, and that's the little red piece to your left and my right. With the anticipated approval of these funds for the construction of the Parkway immediately to the south of project and the construction of the segment to the north, a major gap between the I–95/Newington interchange and Telegraph Road will exist in the network serving Fort Belvoir and the surrounding area. A significant percentage of existing and future employees at Fort Belvoir will need to use this connection to I–95, Telegraph Road, and Route 1. Funds are requested to close the gap, thereby providing a continuous four-lane limited access roadway linking I–95 to Route 1.

The Fairfax County Parkway has been designated as a National Highway System route. In addition, the segment for which immediate funding is requested is also on the strategic highway network.

Funding to date for the Parkway is $99 million in State funds, which includes the Federal share, $64 million in State bonds, $260 million in Fairfax County bonds and other funds, and $27 million in developer contributions. These resources in hand total funding to date of $450 million. We have not relied on access to Federal resources to date.

All preliminary engineering has been completed, and the final EIS was approved by the Federal Highway Administration. The project is ready to proceed to land acquisition. When funding is received, the Virginia Department of Transportation will be in a position to begin requiring right-of-way for the segment from the I–95 interchange through the Telegraph Road interchange. It is expected the right-of-way acquisition process could begin within 30 days after receipt of the necessary funding.

The project is included in the Transportation Improvement Plan for the Washington Metropolitan region. The Transportation Coordinating Council of Northern Virginia has designated the Fairfax County Parkway as one of the three top priorities in Northern Virginia. The TCC is comprised of local government appointees for the 15 jurisdictions within Northern Virginia, General Assembly appointees to the regional transportation body, and the Northern Virginia Commonwealth Transportation Board member.

Finally, Mr. Chairman and Members of the committee, if I were sitting in your shoes, I would probably ask, how can you justify asking for this sum of money for this small piece of roadway, and, particularly, what is the Federal interest that we are relying upon to ask you to consider spending those funds?

Fort Belvoir, as an installation, presently has 12,000 employees who come to that installation daily. Total buildout at Fort Belvoir is anticipated to include 74,000 employees. Fort Belvoir, as an installation, has the largest commissary in the world. Fort Belvoir, as an installation, proposes to locate a massive facility on the river,

which would be a recreational facility called Tompkins Basin, to which they anticipate 289,000 persons a year will come to that facility.

So Fort Belvoir, as a defense establishment, is going to have a major presence—it has a major presence now, but it will have an awesome impact on the roadways surrounding this part of Fairfax County. And, again, we suggest that this funding will directly serve the interests of the Federal Government, the Department of Defense, and particularly the post at Fort Belvoir.

In closing, Mr. Chairman, we believe there's an absolute need for Federal resource commitments in this matter. The congestion mitigation and air quality enhancement benefits, we believe, are clear and compelling. With widespread community support and the environmental impact assessment complete, we can provide absolute assurance that every cent of the funding authorization we seek will be fully obligated over the next three-year period.

We believe we have met the challenge of the subcommittee's thoughtful investment criteria and now hope that the merit of this request will lead to favorable subcommittee action.

Again, I thank you for the opportunity to present our case.

Mr. RAHALL. Thank you very much, Mr. Hyland, for your well-prepared and illustrated testimony. We do note that we received all the information in a timely and responsive manner and that, as you have mentioned, it is one of the top projects from the Virginia DOT listed on their State Transportation Improvement Plan, et cetera. So we'll be working very closely with Representative Moran, who we are still told is on his way.

Mr. LAUGHLIN. Mr. Chairman, I'd like to take some of Mr. Moran's time to talk about a few projects in Texas. [Laughter.]

Mr. RAHALL. You'll get your chance, Mr. Laughlin.

Mr. HYLAND. Thank you very much, Mr. Chairman.

Mr. RAHALL. And I note as well that besides Representative Moran, Mrs. Byrne, a very valued Member of this committee, has spoken a number of times in support of this project, and we'll be working very closely with her and Mr. Moran, who serves on the Appropriations Committee, in case I didn't mention that, as we go through this process.

Mr. HYLAND. He probably is going to be here momentarily.

Mr. RAHALL. Why do you think I've been filibustering? [Laughter.]

Mr. LAUGHLIN. Mr. Chairman, I would like to ask Mr. Hyland a question.

Mr. Hyland, I missed some of your testimony, but I did catch the part of it about Fort Belvoir. Would this in any way assist in the movement of troops and military equipment in the event there was a mobilization or effort to move any of the military forces at Fort Belvoir?

Mr. HYLAND. I don't believe there is any doubt that this leg would absolutely and directly assist the post, because the terminus of the Parkway on Route 1 brings us right down to the entrance at the southernmost part of Fort Belvoir. If you come Backlick Road, if you know that area, this basically ends at the post at Fort Belvoir. When you cross Route 1, then you have all of Fort Belvoir that sits between Route 1 and the river.

So the answer to your question is definitely yes.

Mr. LAUGHLIN. I've never seen any large troop movements from there, but the George Washington Parkway seems to be the best route, but I know there are other routes, and this is an alternative to George Washington Parkway?

Mr. HYLAND. This would bring you to the west of the post. If you're going south, of course, from the post, the present route would take you down Route 1, which is not an improved highway yet. We hope it will be. But if you had the Parkway, you would have an immediate access to I–95 South or North. So it would certainly be an easier access for folks at the post, quicker, but right now they would turn left out of the post and go down Route 1, and they would pick up 95 to go south. To go north, this would absolutely be the better way, because the only way that they can now go north is either Route 1 or wind their way over to I–95, Backlick to 95. And, of course, this alignment runs down the present Backlick Road.

Mr. LAUGHLIN. Thank you.

Mr. HYLAND. Thank you.

I want to thank you, Mr. Chairman, for making me feel at home. This is a very nice experience for me to come back, particularly as this is where I worked a long time ago. Where were you, Mr. Chairman, in terms of running your elevator?

Mr. RAHALL. Over on the Senate side.

Mr. HYLAND. Senate side. All right.

Mr. RAHALL. Senators-only elevator, yes. [Laughter.]

I'll tell you, why don't we hear from our colleague Mr. Quinn, who's with us, and just ask you to hold on, Mr. Hyland, until Representative Moran momentarily shows up.

We are now happy to hear from our distinguished colleague from the State of New York and an important Member of our Committee on Public Works and Transportation, the Honorable Jack Quinn.

Jack, welcome to the subcommittee. You may proceed as you desire.

TESTIMONY OF HON. JACK QUINN, A REPRESENTATIVE IN CONGRESS FROM NEW YORK

Mr. QUINN. Thank you, Chairman Rahall and Mr. Petri and Mr. Laughlin. Thank you for your attention this afternoon. I'll be brief and ask unanimous consent that documents and my testimony be included in the record.

I'm here today, Mr. Chairman and Members of the committee, to show you the beginning of something that's on the right track and good news in Buffalo, New York. It's the beginning of a region and a community which is fighting back from serious economic adversity. And I already started, so Mr. Moran can't sneak in here. [Laughter.]

Hi, Jimmy. How are you?

Mr. MORAN. Fine, Jack. Have you been filibustering for me?

Mr. RAHALL. No, I have been, Jim, and I ran out of good things to say, and I was going to have to start telling the truth, so we thought maybe we better go ahead. [Laughter.]

Mr. QUINN. We'll be just three or four minutes is all, Mr. Chairman, distinguished colleague, Mr. Moran.

Mr. RAHALL. All right.

Mr. QUINN. I came all the way from Buffalo, anyway. You're close by.

We're talking about Buffalo and a community and a region which has now reached a crossroads on the path to economic rebirth. Buffalo has chosen a path to aggressively improve and modernize itself in a well-planned and cost-efficient manner. After many hard years, western New York aspires once again to greatness—to repair and improve our infrastructure, create jobs, reduce high unemployment, and fully utilize our status as an international gateway to Canada for the northeastern United States. Trade with Canada passing through New York's borders nearly equals the dollar volume of all trade with Mexico at our Nation's southern borders. Almost 17 percent of all U.S.-North American trade passes through western New York.

Buffalo is undertaking a large public-private redevelopment that includes our inner and outer harbors, transit system, roads, and our airport. The waterfront development alone is a $825 million endeavor. As part of this development, western New York, including the City of Buffalo and Erie County, are requesting five demonstration projects in this NHS legislation, and I enthusiastically support them.

The first is an airport access improvement roadway. The Niagara Frontier Transportation Authority is implementing a $181.1 million airport improvement program for the Greater Buffalo Airport. These improvements will provide the community with quality air transportation for the 21st century and develop a gateway for the airport that compliments our regional economic development objectives.

Improving vehicular access into and out of the terminal is an integral part of the project. Eighty percent of our airport traffic comes from one expressway and one through street. An improved connection between the expressway and the airport roadway system is needed to provide this necessary link.

A federal share of $10.8 million is requested to pursue this project, which will be proposed for the annual element of our Transportation Improvement Plan next month. It is currently on our metropolitan planning organization's year 2010 transportation system plan.

Secondly, as part of the development of the Buffalo waterfront, a partnership among our State and local governments was formed to build a new 20,000-seat entertainment and sports arena, which will be the home to the NHL Buffalo Sabres. To compliment the new arena and commercial-residential development of the harbor, a transit station is planned to serve the estimated 3 million annual visitors to the arena and waterfront commercial areas, as well as local residents. The station will provide direct access to expanded intermodal transportation opportunities, such as buses and water taxis.

Over $50 million in private resources has been committed already to the new arena, with the remainder provided by our State and local governments. The NFTA requests $9 million for the station, which is part of our long-range TIP plan.

Thirdly, the Horizons Waterfront Commission, a State commissioned subsidiary of the New York State Urban Development Commission, is leading the redevelopment scheme of Buffalo's waterfront. Horizons' master development plan, which was released last year, ranks with the best in the world, and they were honored here in Washington just this past October.

One critical element of this development plan for the waterfront is a double-basculed bridge to link downtown Buffalo and the new inner harbor to the city's outer harbor. This will make the waterfront as accessible as possible, with one primary objective: convenience. The bridge would consist of two spans, with a fixed span over Kelly Island, an industrial peninsula between the Buffalo River and the city's ship canal. The basculed plan was regarded as the most cost-effective solution to preserve access to the navigation channel below. The bridge will be designed to allow for two lanes of traffic, a breakdown lane, sidewalks, and a bike path.

The overall cost for design, construction, and right-of-way acquisition is $31.5 million, and this project is also supported by our local MPO.

Fourthly, in the town of Cheektowaga, the largest town in my district, there's a major traffic problem which has been worsened recently with the opening of a new, nearby New York State Thruway interchange. The Town of Cheektowaga has been undergoing heavy development over the past few years—that's the good news—and the town and our State DOT seek to reconstruct the major intersection involving, in our town, Route 277, Union Road, with William and Losson Roads. This proposed project is a principal arterial on the proposed National Highway System. This reconstruction will provide efficient travel movement flow and reduce recurring delays and accidents in this overcrowded intersection.

The total project cost is $4.8 million, and it is included as part of the constrained desirable long-range plan, again, for our local MPO.

In the town of Orchard Park, a project is being sought by the town and our State DOT to construct entrance and exit ramps for Route 219 at Armor Duells Road. This access will alleviate congestion in the center of Orchard Park, where northbound 219 traffic must now flow.

This project would complete the interchange at a total cost of $2.6 million. Route 219 is a principal arterial expressway and is considered a high-priority corridor on the proposed NHS. It is also consistent, as the others have been, with the constrained long-range plan for our local MPO.

Mr. Chairman, in closing, this is a situation in western New York where the State, the city, the county, and, most importantly, our private sector resources are all working together to remake western New York. These projects represent a piece of our development puzzle to improve our airport, our roads, and our waterfront.

Some of the documents I asked to submit for the record Mr. Chairman, represents a bipartisan effort by our local and State officials who support all of these projects. The projects are endorsed by our county executive and our State transportation commissioner, and the waterfront project enjoys support from my House

colleagues from western New York, Congressman LaFalce and Congressman Paxon.

New York State, Erie County, the City of Buffalo, and the private sector have contributed already great amounts of capital and time to this redevelopment. I think it is important that the Federal Government contribute to this regional endeavor with international benefits.

I look forward to working with you, Mr. Chairman, and the other Members of the subcommittee and my colleagues on the full committee to bring this much needed legislation to the House floor later this year.

I want to thank you for this opportunity to testify today and, in closing, mention to the other Members on the subcommittee and the full committee that I replaced a Member of this subcommittee, Hank Nowak, when I came to Congress 15 months ago. These were projects that Mr. Nowak would have thought important for western New York. It's important for the region to continue and implement these projects.

Thank you, Mr. Chairman, for your time.

Mr. RAHALL. Thank you very much, Jack. I notice the priority that you list them in today is different than what we received in our printout.

Mr. QUINN. The priority has no——

Mr. RAHALL. The airport is the first priority?

Mr. QUINN. There was not a priority today in my testimony as to which is more important than the others.

Mr. RAHALL. All right.

Mr. QUINN. We like to think of it as a regional concept, Mr. Chairman.

Mr. RAHALL. All right. I notice also that you've gotten all of the information to us on time and were responsive to all the questions that we asked, and as you have mentioned, three of the five projects, anyway, are on the State Transportation Improvement Plan.

Mr. QUINN. That's correct.

Mr. RAHALL. I have no further questions. Jack, thank you very much, and, again, we look forward to working with you.

Mr. QUINN. Thank you.

Mr. RAHALL. Jim, we welcome you to the subcommittee. We ran out of things to say about you, so it's all yours. [Laughter.]

We heard from Mr. Hyland, and we've seen how important this project is, and Mr. Laughlin has asked some questions and so have I. You may proceed as you desire.

Mr. MORAN. Well, thank you, and it was nice to hear Jack Quinn's presentation on Buffalo. I was born in Buffalo myself, and Neil Abercrombie, actually. Neil says he was my illegitimate son and we kicked him out down to Hawaii. But we still remember some of those places.

What we're asking for for Fairfax County is the last piece of the Fairfax County Parkway. Right now it will be the most critical component of Fairfax County's transportation system, because it links up two interstate highways and the Dulles Toll Road, and it provides drastically needed relief for the Capital Beltway.

It's a 35-mile road from northwest Fairfax County to southeastern Fairfax County at Fort Belvoir. It's necessitated for a number of reasons, one of which is that the Army, when it consolidated and downsized, closed some of the bases—for example, a particular one in Alexandria—and consolidated at Fort Belvoir, but it means another 4,500 people are going to need transportation access to Fort Belvoir.

The Army itself has a mammoth project that it has in mind. About 10 million square feet they're looking at, about a third of which would be Army activities themselves. It's a joint equity kind of mixed-use development. But it's going to generate thousands of automobiles as well when it's fully built out.

This area—and I'm sure that you have been through this area, Mr. Chairman, as well as Mr. Laughlin. This is just south of what's called the mixing bowl. You get in there, and you think you're in a parking lot, actually, rather than a highway, because there are so many roads and automobiles, of course, that converge at this location.

All we're asking for is the cost of that white line there, which is the connection. The fact is that the State and the county have already paid for about 80 percent of this 35-mile road. The developers pitched in money as well. So we're not coming looking for a handout. We're just asking for what is needed to complete the project. But most of it has been completed with non-Federal funds.

It's about a mile that we need Federal funds for, and we're asking for $43 million for the purchase and acquisition of the right-of-way, and then another $14 million for the actual construction. So it's a total of $57 million. But as I say, about $450 million has already been paid for by local, State, and private sector funds.

That is really the essence of it. Mr. Hyland has gone into depth as to the other aspects of this request. But it's critical, and anyone who drives through the area, I think, is immediately aware that we can't wait any longer. It's got to be completed, and because it links so many Federal facilities and Federal highways and the interstate, it's appropriate to be requesting some Federal funding.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you, Jim. I appreciate it very much, and as I said earlier, we'll be working with you, as a Member of the Appropriations Committee, to come up with some ideas on how to help on this project.

Mr. MORAN. I hear what you're saying, Mr. Chairman. We will relate it to Mr. Carr as well. But this is really only 20 percent of the project, which is a reasonable match, certainly, and we would much appreciate your favorable consideration.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you, Jim.

Thank you, Mr. Hyland.

Mr. HYLAND. Thank you, Mr. Chairman.

Mr. RAHALL. The subcommittee is now going to hear from the Chairman of the Texas Highway Commission, but for purposes of introducing him, I'll be glad to recognize a distinguished Member of our subcommittee and full committee and a very effective leader and representative on behalf of his people in Texas, the Honorable Greg Laughlin, who is a very good friend as well.

Greg, do you want to introduce Mr. Bernsen?

Mr. LAUGHLIN. Thank you, Mr. Chairman. It gives me great pleasure to introduce and present to the Chairman the distinguished Chairman of the Texas Department of Transportation, Mr. David Bernsen, of Beaumont. Mr. Bernsen was appointed by Governor Richards and has shown great insight to the needs of transportation.

I'll listen to his testimony, Mr. Chairman, but I would remind you that under Mr. Bernsen's supervision, our State has developed a model for the entire Nation, according to the Chairman of the full committee, and that is the Texas trunk system to supplement the interstate system, and I'm hopeful that Mr. Bernsen will testify somewhat about that, because it does fulfill the needs of communities other than the major cities of Texas.

TESTIMONY OF DAVID BERNSEN, COMMISSIONER, TEXAS TRANSPORTATION COMMISSION, ACCOMPANIED BY BOB CUELLAR DEPUTY EXECUTIVE DIRECTOR FOR TRANSPORTATION PLANNING

Mr. BERNSEN. Good afternoon. Thank you for the introduction, Congressman. I'd like to also introduce Bob Cuellar, who is the Texas Department of Transportation's Deputy Executive Director for Transportation Planning, and he will be sitting here at the table with me.

I'd like to thank the Chairman and Members of the subcommittee for allowing me to share a few thoughts with you on the proposed National Highway System and its anticipated effect on the transportation system on Texas and throughout the Nation.

Realizing the importance of the National Highway System to Texas and the Nation, our commission recently adopted a resolution on the NHS, and a copy of that resolution accompanies my testimony. What has become evident or clear to us is that the transportation infrastructure system in Texas will carry the vast majority of future U.S.-Mexico trade.

However, the infrastructure development along the U.S.-Mexico border is not only critical to Texas, it is of national importance. If the United States is to realize the full potential of NAFTA in terms of jobs, economic growth, and stimulus, then the high-priority corridors listed in ISTEA leading to and from Mexico must be a primary focus for the Nation.

Texas highways carry 74 percent of all the goods traded between the U.S. and Mexico, and 80 percent of all the U.S. overland exports to Mexico go through Texas. As shown by our exhibit, it is of importance to the Nation, because 7 of 13 largest trading partners with Mexico are in the Midwest and in the industrial northeast. The areas of Laredo, El Paso, and the Brownsville/McAllen area alone account for nearly 70 percent of the total U.S. export trade to Mexico in 1992.

It is particularly essential that Congress fully support and fund the completion of high-priority corridor 1 from Kansas City, Missouri to Shreveport, Louisiana; high-priority corridor 18 from Indianapolis, Indiana to Houston, Texas; and high-priority 20 from U.S. 59 from Laredo, Texas through Houston and then to the vicinity of Texarkana.

When completed, this corridor will comprise a major gateway from Mexico to the trade and manufacturing centers in the Midwest, the Northeast, and beyond to Canada. This corridor will also serve as a primary route for international trade literally from Montreal, Canada to Monterrey, Mexico.

The expected increase in trade brought on by the passage of the North American Free Trade Agreement requires that States along the Canadian and Mexican borders shoulder a greater level of responsibility to ensure that the proper conduits for trade are in place. We feel that additional Federal funds, perhaps in the form of a dedicated border infrastructure investment fund, are necessary to ensure that the international trade flows smoothly.

We would respectfully suggest and request that Congress consider the development of such a dedicated fund. The amount a State would receive from this fund should not affect the amount normally assigned to the State through current formula fundings, since these international trade-related improvements are in the best interest of the entire Nation.

We agree with Congressman Laughlin, who repeatedly has stressed the importance of investing in the infrastructure along our Nation's borders in this window of opportunity before the major influx of traffic across our borders begins.

In conclusion, Texas is eager to usher in the next century with a transportation system that supports the social and economic activities of the Nation, and in many ways, as mentioned by Congressman Laughlin, we have already begun that process. However, we will need your assistance and guidance to develop a transportation system that accurately reflects the changing dynamics of our State and Nation.

That concludes my prepared remarks, and I would be pleased to answer any questions generally or about specific projects.

Mr. RAHALL. Thank you very much.

The gentleman from Texas, Mr. Laughlin.

Mr. LAUGHLIN. Chairman Bernsen, I heard you talk about highways of high density in other States other than the State of Texas. Can you give an explanation why you're here on State of Texas time doing that?

Mr. BERNSEN. Yes, sir, I can. I think that as our exhibit shows to my right and to your left, 80 percent of all the overland trade that flows from U.S. to Mexico goes through Texas, and when you think in terms of corridors, you cannot think in terms of just the bridges or the highways in Texas. For us, as a Nation, to fully realize the potential of NAFTA, we have to be able to allow the goods and commodities from Mexico to the United States and from the United States to Mexico to flow as freely and as quickly and as safely as possible.

It doesn't matter if the delays are at the bridges or if the delays are in Houston, Texas or if the delays are in Texarkana or in St. Louis or in Indianapolis. It's the ability of a manufacturer to move their goods quickly and efficiently and safely from Indianapolis, Indiana to Monterrey, Mexico.

So it's important that these corridors are considered in terms of a system, not just the bridges on the borders of Texas and not just

the roadways in Houston or Texarkana, but all the way through the interior of the United States and all the way to Montreal.

Mr. LAUGHLIN. Earlier, you explained to me some geographic reasons in Mexico why some of these highways that could be discussed and could be drawn on a map, if you were just looking at the flat map, carrying transportation from the mountain States of the United States through Arizona and New Mexico were not in place. Can you explain for the committee record and for the Chairman why commerce traveling in 18-wheel trucks travels through Texas to go to Mexico?

Mr. BERNSEN. Yes. Governor Richards has commissioned several studies that have shown—and we have documentation—that many of the trucks in the Rio Grande Valley and Laredo and El Paso actually are coming from the West Coast and from other parts of the country, as indicated by the arrows on the map. If you look at the terrain in Mexico, starting over by San Diego and coming all the way down past El Paso and then all the way down to the valley, there are mountain ranges and deserts that literally prevent or preclude or make for hardship for transportation companies to take their goods from the western part of the United States into the interior of Mexico.

If you look at the highway system or infrastructure of Mexico, it is primarily north and south and not east and west, and, Congressman, as you know, the heartland of Mexico is in the Monterrey area, and to get from Monterrey from the West Coast, the easiest, most expeditious way for transporters to do that is to run down I–10 to El Paso, then either to jump off in Mexico at El Paso or to come on down to San Antonio and then go into the interior at Laredo, or go down to the Brownsville/McAllen area and then go into the interior, because of the roadways in Mexico.

Mr. LAUGHLIN. So it's your testimony that the commerce was taking advantage of the existing Interstate 10 that's been in place for some 10 or 15 years in Texas, pre-dating this NAFTA vote that many criticized our State for being supportive.

Mr. BERNSEN. Yes, sir. We've seen dramatic increase in trade since 1982 to 1992. We expect it to even double and triple as the legislation goes into effect. But earlier I listened to Congressman Coleman talk about his projects along the El Paso border. Those are very, very important to our systems approach, because El Paso is getting some of the overflow from some of the western States as well, and you can see, as the corridors show, that 70 percent of all exports from the United States into Mexico goes through Texas.

Mr. LAUGHLIN. Now, when you say 74 percent of the trade going into Mexico travels over Texas roads, do you mean to imply that 74 percent of the trade with Mexico is of Texas origin?

Mr. BERNSEN. No, sir, I do not. The studies that Governor Richards has commissioned show that probably seven out of every ten trucks going through Laredo, Texas are destined for the Midwest and the Northeast.

Mr. LAUGHLIN. Is that the reason you've been here testifying in support of what out of Texas is called I–69, but in Texas it's U.S. 59, the high-density corridor linking Laredo to the Nation's fourth largest city, Houston, to the Midwest and Indianapolis?

Mr. BERNSEN. Exactly, yes, sir. We support what's been termed the I–69 Corridor that goes through Indianapolis and which is basically high-priority corridor 18 and 20 listed in ISTEA. We're also in support of what's been termed—it's a misnomer, but it's the I–49 project, which is high-priority corridor 1 through Texarkana, and it goes north up to Arkansas and up to St. Louis. But, actually, it acts as a funnel, if you will, for lack of a better term, but all roads lead through 59, Houston, and then eventually down to Laredo.

Mr. LAUGHLIN. The last question I have, Mr. Chairman, is, did you understand that this proposed high-density corridor that you've called corridor 1 and the other numbers corresponding to Laredo to Houston to Indianapolis in fact would help commerce from Michigan which, according to Government figures, is number three in the United States of America in sales to Mexico, even though it's not the third largest State or the third most populated State, and number five in trade to Mexico is the State of Ohio, which is not the fifth largest State geographically, nor is it the fifth most populated State in the United States? Would that be further support, in your opinion, for the high-density corridor you've just testified about?

Mr. BERNSEN. Exactly. Those high-density corridors and the bridges in Laredo and the 59 corridor all the way up to Texarkana, by improving and building and supporting those projects in Texas, you're actually creating jobs in Michigan and Ohio and throughout other parts of the country. That's why we're in support of the entire system and all those high-priority corridors.

Mr. LAUGHLIN. One last part of that question. The port of Houston, in some measurements—not all, but in some measurements—is the Nation's busiest port on tonnage, because of all the oil field equipment that goes through there, is considered the number one port in some measurements. It is also located in close proximity to this high-density corridor you've been testifying about before the committee. Isn't that true, also?

Mr. BERNSEN. That's exactly correct, and this corridor would definitely benefit the ports of Houston. It would require us, with Congress' help, to expand needed roadway 59 in Houston, but it certainly would benefit the port of Houston and Harris County.

Mr. LAUGHLIN. Thank you very much, Chairman Bernsen.

Mr. BERNSEN. Thank you.

Mr. RAHALL. Mr. Chairman, let me say to you that you have a very effective and dedicated representative in Greg Laughlin. He has been very responsive and on time with his submission of information to the subcommittee, and for the most part, although not in every case, the projects were listed on the National Highway System as submitted to us by the Secretary of Transportation.

We appreciate very much the input you've given us today, and we will be working with you and with Representative Laughlin, who is a Member, of course, of this subcommittee and full committee, as we go through this process.

We thank you for your patience in being with us today, and we'll be in further touch with you.

Mr. BERNSEN. Thank you very much.

Mr. RAHALL. Thank you, David.

The subcommittee will now hear from a distinguished colleague of ours and good friend from the State of Pennsylvania, the Honorable Paul Kanjorski.

Paul, we welcome you to the subcommittee. We do have your prepared testimony, and you may proceed as you desire. We want to thank you very much for your effective leadership on behalf of your district and the State of Pennsylvania. We appreciate it.

TESTIMONY OF HON. PAUL E. KANJORSKI, A REPRESENTATIVE IN CONGRESS FROM PENNSYLVANIA

Mr. KANJORSKI. Thank you very much. I'm going to ask the committee's indulgence so I can go back to my office and bring back several more projects. Having listened to Mr. Moran testify for his little project, and the Texas commissioner, I feel like I'm undressed here and ill prepared. I'm asking for very little in the nature of projects, so I can naturally assume that this committee will have no difficulty in awarding these. [Laughter.]

Mr. KANJORSKI. Mr. Chairman, I commend the committee for the work you've undertaken in ISTEA to rebuild the transportation infrastructure and increase the Nation's economic competitiveness. Everything I've heard here in testimony today indicates that this is the direction and the proper course this subcommittee and this Congress should be taking.

I'm here to request that you approved funding for the Interstate 81 Exit 47 Fly-over ramp project, which would have a total project cost of $7.2 million. I ask that the Federal Government provide $6.48 million for this project. The reason why the project is essential is that it's a fly-over ramp on an interstate highway that addresses and services a business park in northeastern Pennsylvania, outside of the city Wilkes-Barre. At the present time in that business park, we have a $65 million Social Security facility, a $50 million hospital facility, and the beginning of several regional business and industrial centers, which all together employ very close to 2,000 people.

The problem is that business park uses cannot access an interstate highway because, in order to do so at the present time, they have to cross three oncoming lanes of traffic at the high speed. There have been multiple deaths, and at this point the Department of Transportation in the Commonwealth has closed access from the southbound lane onto 81, because it just isn't feasible unless we have a cross-over ramp.

So I would ask the committee to seriously look at immediately funding this project. I anticipate that without it, there will be a material depreciation of the amount of people and industries that will be interested in locating in that industrial park.

The other request that I have before the committee is a feasibility study requesting only $400,000. The study is to learn how to develop the Route U.S. Route 11 between Berwick and the Borough of Danville, and determine the feasibility of having a bypass constructed around the Borough of Berwick. I think that this study could be extremely helpful. It's only the beginning process determing whether or not a bypass is needed, and if so, what the potential cost of that project would be.

The third request I have before the committee would be a technical correction on Project 52 that was included in section 1107(b) of ISTEA. We would like to insert words after the word "exits" the word "and other highway projects within a 30-mile vicinity of Interstate 81 or Interstate 80 in northeastern Pennsylvania," and strike the words "at Wilkes-Barre and Mountain Top" from Project 52, and then the entire Project 52 would read, "Design, engineer, and construct two exits and other highway projects within a 30-mile vicinity of Interstate 81 or Interstate 80 in northeastern Pennsylvania."

Our Pennsylvania Department of Transportation recommends this language and these changes, and maintains that there would be no impact on the total cost of the projects.

The final request I have of the committee is to have you examine the National Highway System map and recognize that a portion of U.S. Route 11 is included on the National Highway System map from the City of Scranton to the City of Nanticoke, Pennsylvania. However, U.S. Route 11 from Nanticoke to Danville, which is approximately a 50-mile run, is excluded from the map. We would like it to be placed back on the National Highway System map. U.S. Route 11 is of critical importance to the highway and traffic conditions along the west side of the Susquehanna River to Interstate 80. Futhermore, it also is the chief evacuation route of a nuclear power plant.

It just seems to me that in the future, to delete that from the National Highway System map would not afford the opportunity to keep that highway in tip-top shape with Federal funds. If in the future we have a disaster at the Susquehanna Nuclear Power Plant, which is right in the center of this highway that I'm asking to be included on map, it could be disastrous, not to say embarrassing to all of us. I would appreciate the committee's reexamination of that issue and include it on the National Highway System map.

Other than that, if you will give me time, Mr. Chairman, I'll go back to my office and get the real-size projects that I should have brought along. [Laughter.]

Mr. RAHALL. Thank you, Paul. Let me ask you about that last addition to the NHS you mentioned: You said it was a 50-mile segment of U.S. 11, between what towns?

Mr. KANJORSKI. It's approximately West Nanticoke to Danville Borough, and it runs down the west side of the Susquehanna River to various communities, Berwick, Bloomsburg, and then Danville.

Mr. RAHALL. Not between Bloomsburg and Scranton, then, as we have listed.

Mr. KANJORSKI. No. We want to go further down, Danville to Scranton.

Mr. RAHALL. And that's 55 miles?

Mr. KANJORSKI. That will be about 75 miles. Right now you have Scranton to Nanticoke included, as I understand it, and we're asking the inclusion from Nanticoke to Danville also.

Mr. RAHALL. Okay. Do you know if this segment that you're requesting was on the State's recommended NHS mileage as submitted to the Federal DOT?

Mr. KANJORSKI. It wasn't, and we can't figure out why they didn't, because a nuclear plant is right on that site, and that is the main evacuation corridor for probably 75,000 people.

Mr. RAHALL. Well, if you could help us by finding out from the State why that segment is not on their recommended submission, it would help us, because there is some leeway for us to make additions between what the Secretary submitted and the legal limit, but we're doing it with the cooperation and support of the States.

Mr. KANJORSKI. We'll certainly make that inquiry and ask if we can get their approval. My aide indicates to me that the State feels constrained that they are limited to recommend only a limited number of miles, and they've exceeded or are at their limit, and this would exceed that limit to add this section in. So that must be the problem of why they didn't recommend it. Actually, when you look at that map, it's incomprehensible why they wouldn't put a nuclear site main road on a national map.

Mr. RAHALL. Okay. Thank you, Paul, for your limited requests here today. [Laughter.]

Mr. KANJORSKI. Thank you, Mr. Chairman.

Mr. RAHALL. For purposes of introducing our next witness, the subcommittee is going to recognize our colleague from the State of Florida, Representative Canady, and I understand this project has the support of Representative Gibbons as well. Am I correct in that?

Mr. CANADY. Yes, Mr. Chairman, that's correct, and I'd like to start off by saying that Representative Gibbons had planned to be here today, but was unavoidably detained conducting business related to the Ways and Means Committee. So he would like for me to express his regret at not being here, but this is something that is supported by Representative Gibbons.

I'm pleased to be here today. I appreciate the opportunity to introduce the witness that will testify now. This is an important project for all of central Florida, and I'm pleased that today Hillsborough County Commissioner Ed Turanchik, who I believe you will find to be both an articulate and a persuasive spokesman on behalf of the Tampa to Lakeland commuter rail project, can be with us.

The Tampa to Lakeland commuter rail line is the first leg of a line which will eventually extend to Orlando. As any of you who have been in central Florida would well know, the Tampa Bay region and central Florida are experiencing tremendous growth. Our highway system is simply inadequate to meet our needs. We must look to the commuter rail to relieve the traffic and congestion caused by the growth we're experiencing. The project Mr. Turanchik will describe will provide a much needed alternative to relieve the serious congestion in the I–4 corridor.

It will take Federal funds to begin operating along this corridor, but the commuter rail authority does not intend to seek further Federal operating assistance for this project.

So without further comment by myself, I will just say that it's my pleasure to introduce a man today who wears many hats. Ed Turanchik is a County Commissioner in Hillsborough County, he is Chairman of HARTline and Vice Chairman of the Tampa Bay

Commuter Rail Authority. He serves as well on the Hillsborough County Metropolitan Planning Commission.

I'm also pleased that today we have with Mr. Len Tria, who is the Executive Director of the Commuter Rail Authority.

Mr. Chairman and Members of the subcommittee, I very much appreciate this opportunity and will be grateful for your careful consideration of Mr. Turanchik's testimony.

Thank you.

TESTIMONY OF ED TURANCHIK, COMMISSIONER, BOARD OF COUNTY COMMISSIONERS, HILLSBOROUGH COUNTY, FL, ACCOMPANIED BY LEN TRIA, EXECUTIVE DIRECTOR, TAMPA BAY COMMUTER RAIL AUTHORITY

Mr. TURANCHIK. Mr. Chairman, Members of the subcommittee, Congressman Canady, I am very pleased to be here today. Congressman Canady and Congressman Gibbons have exemplified tremendous bipartisan effort to work on a very important project for west central Florida. I'm particularly pleased to have the tremendous support and valuable guidance offered by Congressman Gibbons and the entire delegation from the Hillsborough County area.

Congressman Canady was so kind to give my credentials. I should say that I'm here today on behalf of the Hillsborough County Commission, the Tampa Bay Commuter Rail Authority, the Hillsborough County Metropolitan Planning Organization, and would like to tell you also that this project enjoys the support of Polk County and the City of Lakeland and the Polk County Metropolitan Planning Organization.

Mr. Chairman, if I may depart from my prepared remarks and just speak to you directly, Hillsborough County has a population of approximately one million people. The Lakeland area has another 200,000 people. In the next 15 to 20 years, it will grow by over 40 percent.

The reconstruction cost on I–4 from the Polk County line to downtown Tampa is over $1 billion and will take over 15 years to accomplish. The I–4 corridor is a major tourist and economic development corridor which brings together such diverse interests as Lakeland and Tampa. Though our interests are oftentimes diverse, we work together quite well on projects of regional significance such as this.

This proposal is modest in terms of Federal and any rail program. It has a cost of implementation of less than $1 million per mile. The reason for that is it uses existing rail lines which Amtrak currently runs on, and you can see that the project is highlighted over on the chart on the right. We have been working in cooperation with CSX and have its support.

It is 32 miles long, and the average travel speed without improvements would be around 60 miles per hour. The commute time during rush hour between Lakeland and Tampa is around 54 minutes. By train, it would be around 32 minutes. The project would use existing stations, two of which are historic structures, and the cost of the project is approximately $30 million, of which we are seeking authorization of $23.8 million. Of that, about $18 million is for rolling stock, and the rest is for stations and planning.

An important aspect that I would like to emphasize is that we will not be seeking Federal operating assistance. We expect to operate this with State and local revenues.

This project is an important project not only for economic development, but it's also compatible with high-speed rail. This line runs from Tampa through Lakeland, through Kissimmee and Orlando. The tremendous Disney complex is 15 minutes away. I also sit on the Tampa Port Authority, and in the next year six cruise lines will be operating out of Tampa, and as a matter of fact, this coming Thursday we're breaking ground on a new $10 million cruise terminal to facilitate those port passengers.

This proposal is compatible with the development of high-speed rail, which this Congress and this President has talked about favoring incremental approaches on. This is one of the corridors that has been designated by the State Department of Transportation as one of the potential high-speed rail corridors and was also designated as a high-speed rail corridor by the United States Department of Transportation in August 1992.

Obviously, in addition to providing an opportunity and option for commuters on the congested Interstate 4, this project will also leverage important economic development projects in our area. Tampa is in a robust growth phase again. It had a very sharp phase of growth and development in the late 1970s and mid-1980s, and a combination of public-private partnerships has resulted in a substantial increase in construction—a $110 million arena in downtown Tampa, a $90 million Florida aquarium which will emphasize the ecology of Florida, two cruise ship terminals, an amphitheater, and a new Federal courthouse, are all adjacent to the lines which we would propose to use.

Mr. Chairman, I sit as a county commissioner in a county which, in 10 years, has added 200,000 people. In the unincorporated county, there are over 585,000 people. Trying to understand how to place people that are moving to the State of Florida is a difficult issue. We view this proposal, such a low-cost transit option, as a way to promote sound growth management, good land use planning, and good environmental policy. It also makes sense from an economic development standpoint.

Let me conclude by saying that across the Tampa Bay area and within the communities of Polk County and Lakeland, Hillsborough County and Tampa, we have unified support. I do not see any opposition to this, but only enthusiastic support.

At this point, Mr. Chairman, I'd like to conclude my remarks. Thank you very much for your attention. I sit through many meetings myself. Again, I'd like to thank Congressman Canady, who already has proven himself of distinction in our area, for introducing me today.

Mr. RAHALL. Thank you very much, Ed. Does this project have any previously authorized funds through any of our legislation?

Mr. TURANCHIK. No, sir. Until recently, CSX was not interested in partnering with government and utilizing their existing rail lines, but through a series of negotiations beginning in 1990, they saw the light. So when ISTEA was authorized, we were barely conceived as an idea.

So we are coming late in the game, but we hope that, given that this project has such a relatively modest cost, it's something that's deserving of attention and would truly leverage a lot of local and State dollars.

Mr. RAHALL. Okay. I have no further questions. Thank you, Commissioner.

Mr. TURANCHIK. Mr. Chairman, thank you very much.

Mr. CANADY. Thank you very much, Mr. Chairman. I appreciate it.

Mr. RAHALL. Thank you, Charlie.

For purposes of introducing our next witness, the Chair is honored to recognize Representative Ron Packard, a former Member of our committee and dear friend.

Ron, I'll turn it over to you.

Mr. PACKARD. Twice in a few days before your committee, Mr. Chairman, is a pleasure for me. It's like coming home.

As you may know and surely do know, Orange County and the congestion on our freeways and our roads and streets is historic. We have congestion beyond any normal person's recognition. In an effort to resolve that serious problem, we have an agency in Orange County, a public agency that has designed and is now developing and under construction for three new corridors that are going to relieve a significant amount of that congestion.

These corridors will be built by non-governmental money, a direction which I think this whole country is going to have to go more and more toward. We're talking about a multi-billion-dollar series of corridors. The corridor that we're going to be talking about today is the Eastern Corridor, one leg of that triad of corridors.

The agency that I'm referring to is the Orange County Transportation Corridor Agency. The Chief Executive Officer of that agency is Mr. Bill Woollett. I've been privileged to work with Bill and all of his associates as they have moved forward with this remarkable project or series of projects, and right now they will be asking for some Federal help. If the Federal Government can come in with something close to $10 million to $20 million; a $1.5 billion dollar transportation facility can be built.

So I'm going to leave it to him to present his case before your committee, but it's a pleasure for me to introduce to you the Chief Executive Officer of the Orange County Transportation Corridor Agency, Mr. Bill Woollett. My previous commitments are not going to allow me to remain, but I did want to come and make this introduction.

Thank you very much, Mr. Chairman.

TESTIMONY OF WILLIAM WOOLLETT, JR., CHIEF EXECUTIVE OFFICER, TRANSPORTATION CORRIDOR AGENCIES, SANTA ANA, CA

Mr. WOOLLETT. Thank you very much, Congressman Packard.

Mr. Chairman, Members, my name is Bill Woollett. I'm the Chief Executive Officer of the Transportation Corridor Agencies, which is located in Orange County, California. The TCA, as I will refer to it in my testimony, is a public agency. It is governed by elected officials—three county supervisors and 16 mayors and council members from local cities.

TCA was formed to plan, design, finance, construct, and operate three public toll roads. The TCA works closely with the California Department of Transportation, because the three roads are State highways. They become the property of the State of California upon opening and are maintained by the State. The TCA is responsible for collecting the tolls, which are used to repay the costs of construction.

In the Surface Transportation and Uniform Relocation Act of 1987, the TCA project and six others throughout the Nation were designated by Congress as demonstration toll corridors. A segment of the first TCA toll road opened on October 16, 1993. It is the Foothill Corridor, the first toll road built in modern California history. The road is fully operational, and traffic is increasing steadily.

The majority of the funds for the construction of the Foothill Corridor were raised locally. The source of those funds is a one-time fee that is levied on the construction of new homes, apartments, and commercial and industrial properties near the corridor.

A second toll road, the San Joaquin Hills Transportation Corridor, is now under construction. It is expected to be finished in March 1997.

The third toll road our agency plans to build is the Eastern Transportation Corridor. The TCA has already spent $50 million toward the planning, design, and permitting for the Eastern Corridor. This 23-mile-long facility will connect residential areas in northern Orange County and western Riverside County to major job centers near the Orange County Airport and the Irvine Spectrum. We expect to receive Federal environmental approval for the Eastern Corridor in July of this year.

We have hope that the State of California will contribute up to $80 million in State gas tax revenues for construction of the project. However, the weakness of the California economy continues to negatively impact State revenue, and the effect of the Los Angeles earthquake on highway construction funding needs may impair the ability of the State to provide those funds.

Mr. Chairman, let me explain how $9.6 million in Federal budget authority enabled our agency to attract more than $1 billion in private capital. The San Joaquin Hills Corridor will open in 1997. We know from the experience of other toll roads that the first years of operation are the most critical, from a revenue standpoint. To address this situation, we worked with the Congress in 1992 to create a line-of-credit authority that provides that, once open, the San Joaquin Corridor may borrow, at 30-year Treasury bond rates, up to $24 million per year for no longer than five years, if, and only if, toll revenues are not sufficient to repay construction bonds. The $9.6 million in current budget authority was deemed by the Congressional Budget Office and Office of Management and Budget as sufficient to cover the present value of the risk of the potential loan amount, which totals $120 million.

Congress created the line-of-credit authority in October 1992. Just five months later, the TCA sold $1.2 billion in tax-exempt bonds to construct the San Joaquin Corridor. Work on final design started the next day. The actual construction began six months later.

I believe, Mr. Chairman, it's entirely probable that when our road finally opens, we may not need to access the line of credit at all. But the $9.6 million in budget authority alone was a key element in leveraging the more than $1.2 billion from private investors to build a 14-mile six-lane toll highway in southern California. It will provide significant traffic relief to Interstate 5, one of the Nation's most heavily traveled highways, and the four years of construction will mean a $5 billion stimulus to the economy of southern California.

By creating another line of credit and allocating another $10 million in budget authority, I am confident that we can again access the capital markets and sell the $1.5 billion in bonds that will fund construction of the Eastern Corridor.

The line-of-credit legislation is the kind of innovative approach to highway funding foreseen by ISTEA that will provide more new highway construction for fewer Federal dollars. This is also consistent with the President's Executive Order of January 26 of this year, in which he directed Federal agencies to "seek private sector participation in infrastructure investment and management."

Mr. Chairman and Members, I hope you will carefully consider providing a line of credit for the Eastern Transportation Corridor. I also hope that you will look favorably on our application for National Highway System status for the Eastern Corridor.

Thank you very much, and I'll be happy to answer questions.

Mr. RAHALL. Thank you very much, Mr. Woollett. We note that the information we've received says that this particular corridor was not on the National Highway System as submitted by the Secretary. Is that correct?

Mr. WOOLLETT. That's true, Mr. Chairman. Could I tell you my opinion as to why?

Mr. RAHALL. Yes, but let me ask one further question, and you can answer them both. Was it on the State's recommendations to the Secretary?

Mr. WOOLLETT. It was not. At the time Caltrans submitted those nominations, it was 10 months ago. At that time, planning for the Eastern Corridor was under way but, apparently, in their opinion, had not progressed to the degree that Caltrans was confident the project would proceed in a timely fashion.

Since then, two very important things have happened. First, in July of last year, our agency sold $78 million in bonds, a significant amount of that money now being spent to accelerate design and engineering efforts so that the project can be bid this fall. There are seven major construction firms that have officially indicated to our agency they will bid the project.

Second, final environmental approval for the project is now virtually certain, and nearly every permit needed for construction has been received. A legal challenge to the validity of the project's State environmental approval is now complete, with the agency running a complete victory.

Mr. RAHALL. Thank you. That was a very detailed response to the question, and I appreciate it. Let me, in conclusion, Mr. Woollett, just get clearly in mind here what it is that you're requesting. I understand that originally you were seeking authorization of $100 million.

Mr. WOOLLETT. That's correct.

Mr. RAHALL. And now is it just a line of credit, or is it both?

Mr. WOOLLETT. Yes, that is correct.

Mr. RAHALL. It's just the line of credit.

Mr. WOOLLETT. Yes, a very similar line of credit to which the Congress has already given us on the San Joaquin.

Mr. RAHALL. I see. OK. That clarifies it for us. Thank you very much.

Mr. WOOLLETT. Thank you.

Mr. RAHALL. We appreciate your testimony.

The subcommittee will now hear from a panel led off by two of our dear colleagues, Representative Corrine Brown from the State of Florida, and Representative Tillie Fowler from the State of Florida. We welcome our friends and colleagues, two individuals who have been very effective representatives on this project and a number of other issues of concern to Florida, and the Chair would like to personally thank them for their leadership.

Corrine, would you like to lead off?

TESTIMONY OF HON. CORRINE BROWN, A REPRESENTATIVE IN CONGRESS FROM FLORIDA; HON. TILLIE FOWLER, A REPRESENTATIVE IN CONGRESS FROM FLORIDA; MILES FRANCIS, DIRECTOR, JACKSONVILLE (FL) TRANSPORTATION AUTHORITY; AND NEAL GANZEL, DIRECTOR, PUBLIC RELATIONS, JACKSONVILLE (FL) PORT AUTHORITY

Ms. BROWN. Thank you, Mr. Chairman, for holding these committee meetings. I'm pleased to appear before you again today in support of four important transportation projects in Jacksonville, Florida. As a Member of the committee, I recognize the difficulty in formulating the National Highway System legislation and am looking forward to assisting you in this task.

May I first introduce Congresswoman Tillie Fowler for her remarks.

Mrs. FOWLER. Thank you, Mr. Chairman. I appreciate the opportunity to testify before you on behalf of three projects in Florida's 4th Congressional District—the Fuller Warren Bridge and two projects that will serve Jacksonville Port Authority facilities. I know the hour is late, so I've submitted my formal statement for the record, and I will abbreviate my remarks today.

Interstate traffic volume in the Jacksonville area has increased by 150 percent over the last 10 years. This increase has created hazardous conditions on certain overburdened routes. As I think you're all aware, in no case is this situation more acute than on our Fuller Warren Bridge.

The Fuller Warren Bridge is currently experiencing volumes of traffic that far exceed its design capacity. This is further complicated by the fact that it experiences nearly 3,000 drawbridge openings a year. That's eight openings every day on the country's main thoroughfare between Maine and Miami. Aside from the inevitable traffic tie-ups that result, these openings create extremely dangerous conditions when drivers traveling at highway speed are forced to come to a rapid and complete stop. In the past five years, 604 accidents have occurred along this portion of I–95. That translates into one accident every three days.

On top of all of this, portions of the bridge have experienced serious structural failure due to overuse. Large chunks of the bridge surface have fallen into the river, and this picture I have over here shows you what just happened this past year when a major part just fell into the river. Cracks in the bridge's structure and counterweights have resulted in its prolonged closure to all traffic on several occasions.

Preliminary engineering, final design, and right-of-way acquisition of a replacement for the Fuller Warren Bridge are currently funded, but the cost of construction, $185 million, is not. Of the $185 million that it would cost to replace the bridge, roughly $37 million would come from non-Federal sources, while some $148 million would come from Federal Highway Funds.

One of the advantages of going back to my district every weekend is getting a firsthand view of the problems there. For me, that means driving over that bridge every weekend. Every time I cross it, I think of this picture, and I hold my breath, and I know other travelers going over it feel the same way.

It is my strong hope that this subcommittee will give its very fullest consideration to funding this critically needed project.

I'm also requesting your support for two smaller highway projects which are crucial for the safe and efficient movement of traffic through the seaport and airport terminals in the Jacksonville area. I should note that this traffic includes heavy U.S. military traffic from the Marine Corps Pre-Positioning Ships Program on Blount Island and from other military facilities in the immediate area.

With regard to the former, I would observe that during the military's Desert Shield/Desert Storm operation, the sea terminals in Jacksonville handled more military material than all of the other ports on the East Coast combined.

Both of these projects have already received some Federal funding. The Jacksonville Port Authority is requesting an additional $20.2 million for both at this time. I will let Neal Ganzel from the Port Authority, who is with us today, discuss the details of these two programs, but I would very much appreciate the subcommittee's fullest consideration of them as it considers its funding priorities in the days ahead.

Thank you, Mr. Chairman.

Ms. BROWN. Now may I introduce Miles Francis, Executive Director of the Jacksonville Transportation Authority, and Neal Ganzel, Director of Public Relations for the Jacksonville Port Authority. They will testify regarding their projects and will be able to answer any technical questions that you may have regarding them.

On behalf of the Jacksonville Transportation Authority, I am requesting that this subcommittee authorize two transportation projects. The first project is authorization of the construction of a multimodal terminal center which will provide terminal space for Amtrak, intra- and inter-city busing, and the Automated Skyway Express. The total cost of this project is estimated to be $40 million. We are also seeking a $1.2 million authorization for the planning study for the Gator Bowl Extension of the Automated Skyway Express.

The overall objective is to provide an improved transit system to the eastern area of Jacksonville's central business district, including the City Hall, the new Federal courthouse, and the Gator Bowl, soon to be home of the new Jacksonville Jaguars.

At this time, I would like to recognize Mr. Miles Francis to speak.

Mr. Francis.

Mr. FRANCIS. Mr. Chairman, the JTA would like to thank you for allowing us to testify, and I'd like to thank Jacksonville's two Representatives who are here today to help us, Corrine Brown and Tillie Fowler.

There are two projects that we have that we're interested in, and one of them tracks ISTEA exactly, and that's the multimodal facility that Congresswoman Brown just spoke of. We have invested about $150,000 in the multimodal facility study so far. We're requesting money for construction. The State of Florida Department of Transportation is currently doing the environmental impact statement. The JTA would take over the construction responsibilities of the project.

This project would combine all of the existing transportation facilities, except for airlines, in Jacksonville, Florida into one facility. Whether you've been to Jacksonville or not, Amtrak is not in the core city. It's outside the core city, fairly difficult to get to today. Amtrak tells us that they're going to have to expand their facility, put more capital financing into the facility they have. The multimodal facility would move Amtrak downtown, using an existing rail terminal that used to be for passenger service years ago, and now is a convention center. We would add to that and create an inter- and intra-bus facility. Our people mover system is already there and operating, and, of course, we'd have a space for Amtrak.

In looking at it, it's a natural location for us, and it does track the ISTEA legislation. Also, it's refreshing for me to know that we will not have to buy any right-of-way for this particular project.

The second project that we would like for you to consider authorizing is a planning study. There are no construction dollars in this at all. This is an extension of the people mover system that we currently operate in Jacksonville to go east to the Gator Bowl. You can see from the map, if you look at the top of the map, the aerial photo that I have, you can see the link that we're talking about.

The key to this is not necessarily the events that have recently taken place where we have been lucky enough to have an NFL team move to Jacksonville, but we also use this area for a lot of parking. This would be greatly enhanced as far as parking for Jacksonville is concerned once the facility is improved because of the football team and the stadium renovation and infrastructure work that's going to be done.

We need $1.2 million for the study. The State would match it. This is a beginning to determine whether we want to build this facility or not, but we have to take this next step.

I would like for you all to consider both of these projects, one for construction dollars for a multimodal facility and one for a study to determine if we want to expand our current people mover system into the sports complex and parking complex in Jacksonville.

I thank you very much for listening to us today. I hope you consider this testimony. I'll be glad to answer any questions you might have.

Ms. BROWN. I'm also pleased to testify today on behalf of two highway improvement projects for the Jacksonville Port Authority, which operates our city's public port and airport terminals. The first roadway improvement project is located in the vicinity of the Blount Island seaport terminal, which is located only 10 miles from the open sea. In the past, Congress has appropriated $17.5 million for a four-lane bridge and other roadway improvements which connect Blount Island directly to the interstate. An additional $10 million is needed for the final stage of this project, which consists of an improved method of egress for traffic exiting from the Blount Island marine and military facilities. The improvements will enhance efficiency in the transshipment of cargo between the Blount Island marine terminal and the interstate system and eliminate safety hazards associated with the current situation.

ISTEA provided partial funding for a new interchange at I–295 and Duval Road, as well as the new South Access airport road. Although both phases were described by ISTEA and are interdependent, only $7.1 million was provided for the project. Combined with local and State contributions, the ISTEA funding was only adequate to complete construction of the interchange. An additional $10.2 million in Federal funds is being requested at this time for the necessary roadway to provide the connecting link from I–295 to the international airport. This new access will provide much needed relief for the primary airport access via I–95 and replace the indirect linkage of I–295, which will be severed due to runway expansion plans.

Mr. Chairman, both of these highway improvements are a continuation of Federal projects which are designed to enhance the intermodal link between Jacksonville's two seaport terminals, the Jacksonville International Airport, and the interstate highway and railroad facilities in the metropolitan area.

At this time, I would like to recognize Mr. Neal Ganzel.

Mr. GANZEL. Thank you, Congresswoman. Thank both yourself and Congresswoman Fowler for helping us in this committee hearing today.

Congressman, we've submitted to you in our formal testimony particulars on both projects. The Port of Jacksonville is one of the largest and busiest deep water ports in the South Atlantic. Our Talleyrand and Blount Island terminals provide a national economic impact of $2 billion annually, including 17,000 jobs for the Jacksonville economy. Blount Island's national significance was already described to you by Congresswoman Fowler, but we could add to that that the 101st Airborne Division, Air Assault, headquartered in Fort Campbell, Kentucky, has been paired with Blount Island for regular training, ship-borne training, and deployment exercises, and the U.S. Marine Corps' Pre-Positioning Ship Program is headquartered on the eastern half of Blount Island. Therefore, the $10 million we are proposing in improvements have significance for both our national security and international and domestic commerce over that island.

Jacksonville International Airport is a medium-hub facility serving the commercial air transportation needs of not only Jacksonville, but also all of northeast Florida and the entire southeast Georgia region. Two million air travelers from all over the region use JIA each year. While passenger traffic continues to grow at an impressive rate, along with our area's demographics, air cargo movements have expanded at a dramatic pace as well. In the four-year period between 1986 and 1990, air cargo traffic increased by 70 percent.

The $10.2 million roadway access project Mrs. Brown described will improve both public access to JIA and make more efficient the cargo movements which go between JIA and our seaport facilities.

Both of the highway improvement projects that I've described are continuing Federal projects which are designed to enhance the intermodal efficiency of the linkages between Jacksonville's two port terminals and JIA.

The Jacksonville Port Authority, in cooperation with the metropolitan planning organization, the State of Florida, and the transportation industry, is working to improve the intermodal transportation facilities in our entire metropolitan area and region. The potential for intermodal transportation linkage is highlighted by the fact that our city is located at the southeastern corner of the transcontinental rail and interstate highway system, which includes the junction of three major railroads and two deep water port facilities and the major interstate highways in our region.

Mr. Chairman and Members of the committee, thank you for your consideration of these projects. We look forward to answering any questions you might have on either.

Ms. BROWN. Mr. Chairman, that concludes our formal remarks. I want to thank you and your staff for considering the four transportation projects, two from the Jacksonville Port Authority and two from the Jacksonville Transportation Authority. Do you have any questions? If not, thank you, thank you, thank you.

Mr. RAHALL. Well, let me thank you, Corrine, for the excellent job that you've done in introducing and conducting this panel, and certainly, as a Member of our committee, your input is going to be very valuable to us as we go through the process.

Tillie, we welcome your leadership as well.

As I understand it now, and I know Chairman Mineta spoke about this project the other day, I believe from personal experience——

Ms. BROWN. Yes, that's correct. We arranged that. [Laughter.]

Mr. RAHALL. I figured you had something to do with it. The Fuller Warren Bridge was caught in the cross fire, is that right, between our appropriators and authorizers last year?

Ms. BROWN. Yes, sir, but I think we worked out—the money went to the State of Florida, who later sent money for the initial planning stage of the bridge. So we just need the authorization and funding from the appropriators. It is so important that we get that authorization. I would say that the Fuller Warren Bridge is one of the State's number one priorities.

Mr. RAHALL. Well, let me just say, that's the reason we're moving as quickly this year as we can on the NHS bill, to prevent a repeat of last year's conflict. I'm anticipating no wars with the Appropria-

tions Committee this year, and we note that you have been responsive and on time in the questions that we have asked of these projects, so we appreciate very much your leadership, and, Tillie, yours as well.

Ms. FOWLER. Thank you so much, Mr. Chairman.

Mr. RAHALL. Does the acting ranking minority Member, Mr. Kim, have any questions?

Mr. KIM. I have no comments, Mr. Chairman.

Mr. RAHALL. Thank you very much.

The subcommittee will now hear from our distinguished colleague from the State of Kentucky, the former Mayor of Lexington and currently a Representative from that State, the Honorable Scotty Baesler.

Scotty, we welcome you to the subcommittee. You may proceed as you desire.

TESTIMONY OF HON. SCOTTY BAESLER, A REPRESENTATIVE IN CONGRESS FROM KENTUCKY

Mr. BAESLER. Thank you very much, Mr. Chairman. Thank you for the opportunity to testify on behalf of an issue vital to the people of the 6th Congressional District.

I'm requesting that two significant transportation routes—I think you have a copy of the map—be included in the National Highway System: U.S. 27 from Lexington, Kentucky to Stanford, Kentucky—in south Kentucky—and U.S. 127, from I–64 to the Bluegrass Parkway. This inclusion is strongly supported by the Kentucky Department of Transportation, but was not reflected in the Secretary's proposed NHS.

U.S. 27 is heavily traveled and provides direct access to medical facilities, recreation areas, and shopping centers and other centers of commerce. Perhaps more importantly, it connects central Kentucky's major metropolitan area of Lexington with south central Kentucky. U.S. 27 carries more than 26,000 vehicles per day to Nicholasville and 11,000 beyond Nicholasville to the South.

U.S. 127 provides direct access for emergency and disaster relief efforts, access to recreation areas, access to commercial centers, and to the capital city of Frankfort from south central Kentucky. Further, it directly connects the two major east-west corridors important to intrastate commerce and carries over 11,000 vehicles per day.

Mr. Chairman, I urge that the Surface Transportation Subcommittee consider these two routes for inclusion in the National Highway System.

In addition, I would like to submit information for the record on a project of interest to myself and my colleague from Kentucky, Hal Rogers. In early January, we sent a joint letter requesting project authorization to widen U.S. 27 to a four-lane facility with a depressed median from Camp Nelson, Kentucky, in my district, to the Tennessee State line, through Hal's. I would like to submit for the record along with my prepared statement responses to the criteria used in the Congressional Record of October 13.

Mr. BAESLER. Thank you very much for the opportunity to testify on behalf of these projects, and I'll be glad to answer any questions I can.

Mr. RAHALL. Thank you, Scotty. First the good news. The U.S. 127 and U.S. 27 are on our list, and we understand from the Department of Transportation that both of these routes are okay with them as far as inclusion on the National Highway System. They do have strong State support, as you have mentioned.

Just one question: Is U.S. 127 between I–64 and the Bluegrass Parkway?

Mr. BAESLER. Yes, sir, I–64 and the Bluegrass Parkway.

Mr. RAHALL. What's the approximate mileage of that?

Mr. BAESLER. I want to say it's about three or four miles. Let me find out for sure.

Mr. RAHALL. A very small number, then.

Mr. BAESLER. Very small.

Mr. RAHALL. And the mileage between Lexington and Stanford is 39 miles?

Mr. BAESLER. Yes. Both of these are fairly short distances.

Mr. RAHALL. Okay. We appreciate that, and in regard to both of these, as well as the widening of U.S. 27, to which you've also testified, I ask that a letter in support thereof from our colleague Hal Rogers be made a part of the record. As you know, Hal serves on the Appropriations Committee and can be very helpful to us from that perspective.

Mr. BAESLER. I understand.

Mr. RAHALL. I also note with regard to the U.S. 27 widening request that you've submitted the information in a timely manner and have been very responsive, and it is on the National Highway System as well as the State Transportation Improvement Plan. So we appreciate very much your lending your support to it today.

Mr. BAESLER. Thank you, Mr. Chairman, for the courtesy. Thank you very much.

Mr. RAHALL. Thank you, Scotty.

Continuing within the State of Kentucky, the subcommittee will now hear from our distinguished colleague and friend from that State, the Honorable Jim Bunning.

Jim, welcome to the subcommittee.

TESTIMONY OF HON. JIM BUNNING, A REPRESENTATIVE IN CONGRESS FROM KENTUCKY

Mr. BUNNING. Thank you, Mr. Chairman and my fellow colleague to the east of my district. I appreciate the opportunity to discuss a project that I think is very exciting, a project which I think is exactly what the Members of this committee had in mind when you designed the goals for ISTEA. These goals were clear: to create a unified, interconnected transportation system that uses technology and innovation to promote economic development and reduce energy consumption, congestion, and air pollution.

I would like to introduce you to a project which would do all of that and more—a light rail system for a 33-mile corridor in southern Ohio, which runs through Cincinnati and through Covington, Kentucky, to the Greater Cincinnati/Northern Kentucky Airport. I ask the Members of this subcommittee to help make this proposal come to life.

The unique features of this proposed light rail corridor is the fact that it is anchored on each end by a major travel generator. On the

south end, in my district, is the Greater Cincinnati/Northern Kentucky International Airport. Through a Delta Airline hub expansion, our airport will be the fastest-growing hub in the country, going from five million enplanements in 1991 to a projected 14 million in the year 2011.

On the other end, in Warren County, Ohio, we have Paramount's King Island Amusement Complex, which attracts three million visitors a year.

In between, we have the City of Cincinnati, which is anticipating major downtown and waterfront development, and the City of Covington, Kentucky, which is also doing a lot of downtown redevelopment and is hoping to build a new convention center.

These factors indicate growth in economic development, and our area is one of the fastest growing in the Midwest. But these factors also mean problems with congestion and increased problems with air pollution if we don't prepare for them.

Because of the growth, it is estimated that travel along this corridor will double by the year 2010, which translates to over 100,000 more vehicles per day. It is already pretty heavily traveled. As it stands, we call the main interstate through northern Kentucky "Death Hill." In Northern Kentucky, the Cincinnati metropolitan area is already classified as a moderate ozone and nitrate oxide non-attainment area. That classification will limit our flexibility in meeting new transportation needs unless it is addressed through air pollution improvements. The light rail proposal addresses both of these potential problems.

I don't pretend to assume that this project would get enough cars off the road by itself to eliminate the air pollution problems totally or to do away with the congestion, but it would definitely be a big help on both counts.

The project is moving ahead. It has widespread support throughout both communities, and last year we were fortunate enough to get an appropriation to begin the first phase of the required major investment analysis of the corridor. We will be seeking additional funds to continue that progress through Phase II and III.

But today I'm asking your help to keep this progress moving in your authorization bill and to help lay the groundwork for this exciting project so that in northern Kentucky and Greater Cincinnati we can be ready to meet the multiple challenges of clean air, traffic congestion, and increased economic development.

I think when you look at it in more detail, you will agree that it is exactly the kind of project that your committee had in mind when you drafted ISTEA. I would appreciate your consideration and your assistance today.

Thank you.

Mr. RAHALL. Thank you very much, Jim. It does sound like a very exciting project. We appreciate the information that you have submitted to us in a timely and responsive manner. I have no specific questions.

Does the gentleman from California, Mr. Kim?

Mr. KIM. I have no questions, Mr. Chairman.

Mr. BUNNING. Thank you very much.

Mr. RAHALL. Thank you, Jim. We appreciate it.

For purposes of introducing our next witness, the Chair is going to recognize the acting minority Member, the Honorable Jay Kim from California.

Mr. KIM. Mr. Chairman, I'd like to thank you again for giving me this opportunity to introduce our mayor, the Mayor of Brea, Mr. Glenn Parker. He's a well-known mayor in our area. He's a no-nonsense mayor. He's very effective and handles very well Brea, which is a rapidly growing city in the north end of Orange County. They have the largest regional shopping center and are well represented by our colleague, Congressman Ed Royce.

I'd like to welcome again Mr. Parker and our colleague Congressman Ed Royce. Would you please come forward.

TESTIMONY OF HON. EDWARD ROYCE, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; AND HON. GLENN PARKER, MAYOR, CITY OF BREA, CA

Mr. ROYCE. Thank you, Mr. Chairman. Thank you, Congressman Kim. We want to thank you for the opportunity to speak on behalf of a very important transportation project that will not only impact my district in Orange County, but all of southern California as well, and that is the State Route 57 interchange improvements project.

The total project cost is $1.4 million. The city has already committed $450,000 for preliminary engineering and design and is seeking an authorization of the remaining $950,000 through the National Highway System legislation.

I'm pleased to introduce Mayor Glenn Parker of the City of Brea, who will provide more specific information about the project, and I will introduce some testimony for the record, Mr. Chairman.

Thank you.

Mayor PARKER. Mr. Chairman and honorable Members of the committee, I do appreciate this opportunity to testify on behalf of the City of Brea and the thousands of motorists that use our regional transportation system.

For those of you that don't now where Brea is, we are the northernmost city in Orange County, and we have a location map over here, which, if you can from that distance, gives you some idea. On the top, right there is Route 57, at the very top is State Route 60, and on the bottom, the red line is Interstate 5. We are about 35 miles east of Los Angeles, 10 miles north of Disneyland, and we're located at the four corners of Los Angeles County, Orange County, and San Bernardino and Riverside Counties.

Today I'm here to seek your help to mitigate a regional traffic problem on State Route 57. The project is to increase the capacity of the Lambert Road and Imperial Freeway ramps by adding additional lanes to three of the key off ramps at these regional arterial highways, Lambert and Imperial.

Currently, the ramps cause a safety problem, because vehicles back up into high-speed traffic lanes on the freeway, and they impede the traffic flow to regional shopping and business centers. On this diagram, you can see the blue area is a fourth what they call storage lane to be added to the off ramp at the Imperial Highway northbound exit. On the next diagram, we show you two additional

lanes, one to each of the off ramps, both northbound and southbound, at Lambert Road, which connects to State Highway 142.

The necessary improvements have already been made by the city to handle the additional traffic flow on city streets. In fact, at this point, we've invested almost $19 million of our own money. We need the additional funds for design and construction for these additional three storage lanes, with a city contribution of an additional $450,000 for the final engineering and design phase.

This area is strategic to our region. It is the highest-volume gateway into and out of Orange County. The volume of traffic on State Route 57 is higher at the Los Angeles/Orange County line than the flow of traffic on Interstate 5 at the Los Angeles/Orange County line. An interesting statistic to be aware of, because most people tend to have the impression that Interstate 5 has a much heavier flow of traffic, and that is not the case.

It's an important for the economic recovery for the region. These interchanges serve regional malls, shopping and business centers, and we have provided you with letters of support from businesses and cities within the region which have endorsed this project.

In conclusion, this project is quickly implementable. All rights-of-way have been acquired. All environmental clearances have been obtained. Preliminary design has been completed, and it is a project that will have an impact upon the region's economy.

We are seeking local funds for the final design work and primarily for construction, because our funds will pretty much handle the design phase. So we need your help to complete the final phase of what has been a multiphased regional improvement to these arterial highways and State Route 57.

I'll be glad to answer any questions at this time.

Mr. RAHALL. Thank you very much.

I'll recognize the gentleman from California, Mr. Kim.

Mr. KIM. Thank you, Mr. Chairman. I do have a couple of questions and comments. By the way, I do drive Route 57 each time I go back to my district. I get off at Lambert to get to Yorba Linda, and I'm telling you, many times traffic backs up all the way out to the freeway.

Mayor PARKER. Yes, it does.

Mr. KIM. And I'm glad you recognized the problem and that we submitted this project, because to me it is a very undesirable situation.

My question to you is, you say you've spent $450,000, and you're asking for $950,000 in Federal aid. How soon can this project begin? Six months? One year?

Mayor PARKER. The project could begin immediately, and it would take approximately 18 months to complete—12 months for design and 6 months for the actual construction phases.

Mr. KIM. What's the total amount of local funding on this project? Can you tell us?

Mayor PARKER. On this specific project for these three off ramps, we have committed $450,000, and we're asking for an additional $950,000. We have actually contributed to improvements on Imperial Highway, which is a State highway, and Lambert Road, both major arterials on the Orange County master plan of highways. We

have contributed almost $19 million of our own money to improve those.

In fact, Imperial Highway has been designated by the Orange County Transportation Authority and Caltrans as a "smart" street, and all of the work that we have done to date now brings us up—I think we have one intersection to complete, which is in progress, and once that is completed, we will have done all of the improvements for a smart street, to meet those qualifications, whereas Caltrans and OCTA are just beginning the discussion with our neighboring cities to do that. So we're way ahead of the curve on this.

This is sort of the weak link in these improvements. If we complete this along with everything else that's already in process, then the whole system will work effectively together.

Mr. KIM. As I stated earlier, this off ramp seems to be creating a tremendous safety hazard. Are there any major actions taking place to mitigate this safety hazard problem right now?

Mayor PARKER. Well, right now Caltrans is taking some temporary measures when they are aware that a backup is occurring, and this usually takes place when they know that there's been a major accident on the 57. They are putting temporary message signs in that will flash a warning that there is a backup, cars slowed ahead, but at this point there haven't been any permanent measures. That's why we're asking for the funding for this, because this will add the additional storage lane which will eliminate the backup onto the freeway.

Mr. KIM. Mr. Chairman, I only have one more question.

In your opinion, why do you think this problem is more than a local problem?

Mayor PARKER. Well, Congressman Kim, I know you're aware of this area, and for the committee's benefit, as I said, we are located at the convergence of four counties, and being where we are, we take all of the regional traffic that comes from the Inland Empire and eastern Los Angeles County into Orange County over State Route 57, and much of it exits the freeway at Lambert Road and Imperial Highways to travel to many other areas within the region for business and shopping purposes.

So we're sort of stuck in the middle, is what it amounts to. That certainly has benefits, but it also has some disadvantages, and one of those is that you have to accommodate the additional flow of traffic.

So the majority of this traffic that travels on the freeway and on these major arterials does not generate within the City of Brea, it comes from other areas outside of Brea and outside of Orange County, primarily.

Mr. KIM. I appreciate your fine testimony. Thank you again, and welcome, Mayor Parker.

Mayor PARKER. Thank you.

Mr. RAHALL. Thank you very much.

Mayor PARKER. Thank you very much.

Mr. RAHALL. Let me welcome to the subcommittee Ms. Bonni V. McKeown, President, Corridor H Alternatives, and I understand you have an individual with you you'd like to introduce.

TESTIMONY OF BONNI V. McKEOWN, PRESIDENT, CORRIDOR H ALTERNATIVES, ACCOMPANIED BY HUGH ROGERS, SECRETARY, CORRIDOR H ALTERNATIVES, AND PHYLLIS COLE, PETERSBURG, WV

Ms. McKEOWN. It's a pleasure to be here, Mr. Chairman, and I'd like to introduce Mr. Hugh Rogers, Secretary of Corridor H Alternatives, who will give our testimony this evening.

Mr. ROGERS. Thank you, Bonni.

It's a pleasure to be here, Mr. Chairman, Congressman Kim, others in attendance. We're very happy to have this opportunity to speak.

We want to tell you that we are rare birds. We're here asking you not to spend as much money as the National Highway System would require. We'd rather save some money and do the right thing here. We are requesting specifically that you not include Corridor H, as presently proposed—here's Mr. Wise, and we want to thank him, too, for including us on this list of testimony. We are asking that Corridor H, as it is presently proposed as a four-lane truck route, be dropped from the National Highway System. It's only partway through the environmental impact process, anyway.

We're called Corridor H Alternatives. We are seeking alternative ways of improving the roads in our area. We think this is a very wasteful and harmful way to do it. It certainly isn't a case of relieving traffic congestion. There's only 3,000 per day over 90 percent of the route as is, and they project that that might get up to near 4,000 in 25 years or so. I have those statistics in the back.

For those of you who aren't familiar with the area, there is a map on the back of page 5 of our testimony.

The National Highway System we expected, as it was presented to us under the auspices of ISTEA, was going to be a new way of thinking about traffic management, about the transportation network, about highways in this country. It succeeds the interstate highway system, which dates back to the 1950s. This Corridor H comes from the early 1960s, an Appalachian regional corridor which was designed for economic development as it was perceived in 1964, 1965. What we argue to you—and we have some support and would like to submit more materials—is that this is not the way economic development is going to be achieved in our area today, in the 1990s, and into the year 2000 and beyond.

You're certainly aware of Congressional Budget Office studies on national rural construction and its investment properties. It's rated as a very poor investment in terms of economic return.

We have the benefit in West Virginia of the Regional Research Institute at West Virginia University, which has studied economic development and new highways in West Virginia, and particularly Professors Terry Reppan has written quite a bit on highway construction in rural areas and what the effect is. He has particularly addressed Corridor H, something I cite in my statement here, as likely to bring a net negative economic impact to the area where we live.

That is why Corridor H Alternatives is so concerned about that, and that's why we think that the development argument which you will hear—I mean, I've heard it frequently. It's cited that's the reason for Corridor H, but not how it would happen. If you look at

what the economists look at and if you look at what happened on I–79 and other corridors, the ones that were near metropolitan areas that helped deal with spillover growth did good work. They did contribute to job growth. The ones that are through purely rural areas, which is the place where we live—the whole traverse of Corridor H from Elkins across the mountains to I–81 is a completely rural area. There's no town in that whole area that's more than 8,000 people. That kind of territory is not helped by new construction of four-lane highways.

Our other point we would like to make to you today is how terrifically expensive Corridor H would be as a solution to our traffic needs, over $1 billion to construct this road instead of improving the roads we have over the entire network. What many people in West Virginia who came to the public hearings and who have written letters and who have addressed Congress and the State legislature have recognized is that this is just going to suck money away from maintenance.

We have a big problem with maintaining our highways as they are in West Virginia. So we're going to have this one gleaming corridor, and everybody else is on the same potholes going to work, dealing with emergencies, going to school. Corridor H is not going to help. I know there's a plan to help everybody else, but Corridor H is going to take $1 billion of that money.

I would like to cite the Virginia Commonwealth Transportation Board's recommendations for their end of Corridor H, which is something we are quite sympathetic to, which is a highway that would be more parkway in character, not a four-lane truck route. The trucks have Corridor E, which is now called I–68, to go to the Midwest or I–64. They don't need to be routed through the highest mountains in this area.

Our State Environmental Council has finally gotten together a coalition of all the environmental groups in our State and come out in favor of a two-lane upgrade rather than a four-lane corridor through two national forests, through precious farmland, and through small rural communities.

Finally, let me say that we count on ISTEA as being a new way to help us maintain our infrastructure, to give citizen input, to point out not the carrot of where we might get money, but where we need the money, and we would like to postpone, certainly, our inclusion on the National Highway System until citizen input, which is required by ISTEA but not until next January, has a chance to kick in.

As I say in the closing of my statement, the people who represent us often say, "Well, the only way we're going to get money for roads in our area is this particular project." I don't think it has to be that way. I think that ISTEA allows us to be a lot more creative than that, and we hope you won't encourage the old model of stick a four-lane in and we can point to that as an achievement by itself, when that would have the effect of just draining the population, would not be an economic development tool for a rural area, and would harm the system we have.

Thank you for allowing us to speak, and maybe there are some questions. This is the first time I've been able to speak directly to Mr. Wise about this, although we have communicated by mail.

Mr. RAHALL. Let me recognize Bob first. It's his district.

Mr. WISE. I appreciate the opportunity, and I appreciate Chairman Rahall for including these witnesses and the witnesses that will follow.

Mr. Rogers, I don't quite know whether that was a criticism that you have not been able to speak to me on Corridor H. You're about the only one who hasn't been able to get to me on Corridor H at some point.

Mr. ROGERS. No, I meant directly. I have spoken to your aide, I've visited your office and spoken to people in the district, sure, and I've had nice letters from you.

Mr. WISE. I've gotten no shortage of opinions. I'm not going to prolong this discussion. I am supporter of Corridor H. I've looked at the facts, and you lay out some arguments, and they've got to be considered, and they've got to be dealt with, I believe, and they've got to be, in fairness, rebutted, and I think they can be.

I chair the Economic Development Subcommittee on Public Works, and I note that the Appalachian Regional Commission disputes your findings on impact of roads in rural areas and finds that where an Appalachian Regional Commissioner corridor has gone, often job growth is twice what can be expected.

I think Chairman Rahall—and I don't put words in his very able mouth, but I think Chairman Rahall might have some thoughts about the impact of Corridor G, for instance, in southern West Virginia, of which there are a number of communities that are just the size which you've talked about.

Mr. ROGERS. I agree completely. I agree that Corridor G is working.

Mr. WISE. So I'm familiar with that. And on this, reasonable people can differ.

I guess I want to raise another concern. I'm prepared to debate you on the facts, and I'm prepared to listen to you and, as we move forward, to try and work with you. There are a couple of areas, for instance, in which the original plan for the highway would have caused great inconvenience to people, and by working, we've been able to get the highway department to revisit those plans and to go back. And I'm also prepared to debate with you on the nature of Corridor H.

But I am concerned—and I'm going to speak directly to you. I am concerned about what took place today which I consider personal attacks on the conduct of this debate, and I don't think that attacking the senior Senator of West Virginia, Robert Byrd, and talking about pork is an appropriate way to address this.

Is that the same Senator, for instance, that has been responsible for much of the flood control projects that kept us fairly dry during the last round of floods, particularly with watershed construction? Is that the same Senator that's responsible for the Cancer Center at Morgantown? Is that the same Senator that has created the corridor system that you say you agree with in other parts of the State, but because you live where you live, you don't choose for it to be in your part? Is that the same senior Senator that's responsible for the Appalachian Regional Commission, which, since 1965, has been responsible for much of the growth, almost every water and sewer system, 700 vocational schools, and the list goes on?

And, finally, is that the same senior Senator that's been responsible for the economic development programs such as flexible manufacturing centers and others in our State?

Once again, I'm not interested in a debate based upon character assassination or character attacks. We can have legitimate differences on this, but I would hope that I don't see a repeat of what I heard what went on today and, indeed, the button that I see Ms. McKeown wearing right now. That's not the way that Corridor H is going to be built or is going to be altered or this debate is going to take place.

And you will have ample opportunity—I've got a belief. I may not agree with you, but I'm going to give you an opportunity to be heard, because I think that's the way this process works. But at the same time, it's going to be based upon facts and the kind of information that you've outlined in your statement, not in what took place earlier today.

Mr. RAHALL. Let me ask a specific question here about a statement that concerns me; I would like further backup for it, if you have it. In your written testimony, Mr. Rogers, you state that, "In fact, our highway commissioner has said his policy is to go after Federal funds for new projects at the expense of maintenance." I'm just looking for some backup on that; do you happen to have a direct quote.

Mr. ROGERS. We have an article from the Gazette from last winter——

Mr. RAHALL. I notice you're not quoting directly here, and I would like to see a quote.

Mr. ROGERS. Right, because I didn't have the article in front of me, so I checked. I said, "Is that what he really said?" and he said, "If necessary, we would use the money to lure that Federal funding in"——

Mr. RAHALL. That's not what you're saying here in your written testimony.

Mr. ROGERS. No, at the expense. He said he would use maintenance money, if necessary, to build up the matching funds. But I will——

Mr. RAHALL. That's not what you're saying here in that statement I just quoted from your written testimony. But, anyway, we'd like to see that.

Mr. ROGERS. Okay. We'll send it to you.

Mr. RAHALL. Let me ask you one question. You have quoted Secretary Peña as stating that the NHS is not a new system of highways, and that's accurate. I assume, then, that you're describing Corridor H as a new road?

Mr. ROGERS. Yes, I am.

Mr. RAHALL. Well, I'm not an expert on West Virginia history, but it's my understanding that Corridor H is actually about 30 years old and that it was first identified as a major and necessary arterial road for West Virginia by a blue ribbon commission that was composed of the Governors of the 13 States in the initial setup of the Appalachian Region.

Mr. ROGERS. I say elsewhere in my testimony that they put it on the map 30 years ago, but there's only one six-mile stretch east of Elkins in the part that we're concerned about that was built, and

then the project was stopped for a variety of reasons. So, sure, it exists on the map, but not on the ground. That's what I'm saying. This is not an existing highway, not a part of the existing highway network.

Mr. WISE. Would the Chairman yield?

Mr. RAHALL. Sure, I'd be glad to yield.

Mr. WISE. Just a question. It was my understanding that—back when the ARC was first created and the corridor system was developed, all of it was on paper at one time. It was my understanding that other corridors went ahead of Corridor H—Corridor G, Corridor L, Corridor D—in funding, but the thought was that eventually the entire Appalachian highway system will be completed—nationally, it's about two-thirds complete today—and that Corridor H would be included, but it was simply a matter of as each year's funding became available, somebody gets the first segment, and because other areas were ready to go, the environmental concerns were worked out, or whatever, that Corridor H was not the first one, but others were.

But that is not to denigrate Corridor H, I would hope, as being in line for this. It's simply now it's come to be its turn in line as Corridor G has been completed, and I believe Senator Rockefeller, then Governor, has also stated repeatedly that while he moved others ahead, it was simply because they were to a point ready to go, and Corridor H, he thought, was not as ready to go, it was going to take more, and so that as the funding became available, he always intended, as Governor—now, of course, he's Senator—to bring Corridor H on in the same way that the others were.

Is that not a fair statement?

Mr. ROGERS. I'm sure that nobody in the Governor's office or in those positions has said we're dropping Corridor H, but it was not built for many of the reasons that you just cited. It would have taken a lot longer. It's much more expensive per mile to build. It's running into many more environmental impacts. So the whole process is much more belated, and our points is, since it hasn't been built and 30 years have gone by, it's given us a chance to look at it and say, is this still a plan that makes sense for us? Just because it was dreamed up 30 years ago doesn't mean that we are pulled down that road.

Mr. WISE. Fair enough, and that reexamination process, of course, is taking place. But if I might refer to the Chairman's own district, there were segments of I–64 that were completed last not because they weren't desirable, but because they were the most difficult to construct, would take the most money, and, therefore, you wanted to get as much completed as possible before you moved to those segments. Indeed, one of the last holes left between Richmond and St. Louis was that section of Route 60—now, thankfully, I–64—through Chairman Rahall's district.

So I'd just say that I think the corridor might be included under that category.

Mr. ROGERS. Well, I think I–64, the route was changed over that time. Originally, it was supposed to track 60 more closely, right? And now it runs into Beckley or just south of Beckley. So it changed over time.

I mean, I'm aware of some of the roads that have been built and have not been built in the south. We think the south has a bigger need, certainly a population need. I mean, I know McDowell County has twice the population density of Randolph County and no four-lanes. And I know that there are proposals to rectify this. I think they should go ahead of Corridor H a long way. I think they're much more necessary.

The distinction I would like to make about Corridor G is that that is an example of what the Appalachian Regional Commission is citing, without saying so. When you build an Appalachian corridor that feeds into an existing metropolitan area, you do help job growth. You increase commuting right away, and through Boone and Logan Counties, you gave a logical route for development to take place in an area that was densely populated but had no easy way to get into Charleston.

That is what Mr. Weidner, who was the first director of the Appalachian Regional Commission, called spillover growth. He said that's where you've seen growth. And it's not a phenomenon that's limited to the Appalachians. I mean, that's a national phenomenon. They're called corridors in the Appalachians, but there's the same highway process everywhere.

So we say, sure, Corridor G works for reasons that are very clear and have been cited by economists and by the man who was the first director of the ARC, but Corridor H is a different kettle of fish.

Mr. RAHALL. Let me ask one last question in regard to the environmental concerns you've raised about Corridor H. Hasn't the State complied with every Federal regulation regarding environmental and wetlands permits, that are necessary for construction?

Mr. ROGERS. Well, they are going through a process right now. However, I know that they've been criticized for their corridor selection environmental impact statement, for instance, by the Department of Interior, which says, "As far as we're concerned, we would refer this to the Council of Environmental Quality," if it still existed—whatever the equivalent of that is—"because we don't think that you've demonstrated the need that makes it worth going through the wetlands," and they say——

Mr. RAHALL. They have complied with every Federal regulation, though.

Mr. ROGERS. They have filed the papers. There is a disagreement about whether the corridor selection and SDEIS was sufficient, and now we're at the alignment selection process. They're going through the process. I mean, they're trying to comply with the process, but I would say that there are others involved in the process who say that, one, you haven't shown the need for more than improved two lanes, and, two, there's a lot of damage that you've missed. There's also historic and cultural resources on both sides of the border that were missed, and the consulting engineer says, "Well, we'll find them during this current part of the process." So that's ongoing.

Mr. RAHALL. The Chair is going to recognize the acting ranking minority Member, the gentleman from California, Mr. Kim.

Mr. KIM. Thank you, Mr. Chairman.

That was a very interesting testimony I heard today. If you don't need the money, give it to us in California. We need the money. We need a lot of money in highway construction in California.

I have one question. You mentioned that this project may create a negative impact in terms of economic development.

Mr. ROGERS. Yes.

Mr. KIM. That's puzzles me, because let me share my experience in California that, I understand, 27 percent of the entire national GNP depends on this highway system, and California, way back in 1960 to 1970, had lots of highway projects, and at the time, the State was booming. Now we started to slow down in the last few years, and now we are way behind. Our unemployment rate is 8 percent. We are 2 points behind the national average.

I always believed that highways are a must. We've got to have this highway system set up, and the rest of the economies sort of follow. I'm surprised to hear today from you that this actually negatively impacts the economy, because that project should generate more jobs. Would you elaborate that, please? That's my first question.

Mr. ROGERS. That's another example of why we distinguish Corridor G, which is a highway running south out of our State capital of Charleston, from Corridor H, which does not go near any cities. You have to have a certain pre-existing metropolitan area for highways to have that effect, that multiplier effect, where highways relieve congestion. Where you don't have any congestion, where you only have 2,000 per day passing anyway, adding a couple more lanes does not create any economic opportunity for anybody.

In addition, we're in an area that has typically depended on natural resources—timber, coal. Coal in my county of Randolph, timber all the way across the route. Well, a lot of people say we need highways so we can ship out products we can make from the timber. What actually happens in an area where you only have small businesses and small population centers is that once you make it cheaper to ship the wood out to somebody else who can use it more efficiently because they are in a bigger area, they've been going longer, they're a factory, then all you do is you strip the natural resources out. You know, there are some logging jobs, but it actually negatively impacts the people who are trying to do value-added processes to those businesses.

Mr. KIM. Thank you. Again, I'm hearing this from my district also, that we don't get any benefits, my neighbor gets the benefits, other cities get the benefits. I'm not sure that's the right approach. We all benefit. The economy is booming, and we just see indirectly some kind of economic benefit. So I don't understand that.

But, anyway, my next question is that, again, your interesting point that you'd like to hear citizens' input. I understand that this is a project where no one is asking for money, but simply applying for the National Highway System classification. What kind of citizen input do you think we should have on this kind of NHS system nationwide? Because I've been having citizen input in my district, and I'm just kind of curious what format you think we should have.

Mr. ROGERS. Well, when you're talking about ISTEA, as I understand it—now, Bonni knows ISTEA a lot better than I do, but I know about the planning organizations, and in a rural area like

ours, we don't have MPOs. We don't have any metropolitan areas, so we don't have a metropolitan planning organization. But you have a process by which citizens actually bring to the attention of local officials and transportation people what their real requirements and what they do not require, what they are averse to. So we're saying that ISTEA is supposed to set that up, and here we are designating something that we wouldn't designate, certainly.

Ms. MCKEOWN. I'll go ahead and speak to that for a minute. January 1, 1995, is the deadline for implementation of the statewide transportation planning aspect of ISTEA, and what we're saying here is here we are imposing a national highway system this year, not only on us, but on everyone, without having the benefit of that statewide planning process, which does guarantee more citizen involvement than you have now.

So you've got the cart before the horse, in a way. ISTEA does not require you to establish the National Highway System until next year, but by establishing it a year ahead of time, what you're doing is you're cutting off opportunities for citizens to become involved in the process, because these statewide plans don't have to be effective until January 1st, and our highway department hasn't even started on theirs.

Mr. KIM. Mr. Chairman, I don't want to continue debating on this issue, but I'd like to ask one more question.

Mr. WISE. Could I just ask the gentleman to yield just for a followup?

Mr. KIM. I'm more than happy to yield.

Mr. WISE. It is true, isn't it, that none of these projects—and I'm familiar with the State plan because of projects in other parts of the State that I've worked on—none of these projects is exactly a stranger to the system and, indeed, have been the subject of repeated hearings, whether it's Corridor H, Route 35, the several projects in the Chairman's area. These projects have literally been down the pike for a long, long time, and what you're doing now is you're giving them a little perhaps more upgraded status, you're giving them a definite status called NHS, but they've been the subject of numerous hearings.

Ms. MCKEOWN. There's a perception, sir, that when you go to a hearing, it's a formality and they're not really listening, and I think we do have evidence to show that. We have 2,000 to 3,000 letters against Corridor H submitted during the public hearing process last February in the corridor selection. There's an article accompanying our testimony that shows that a lot of these were counted in support of the highway instead of against the highway.

This is why people are feeling very frustrated with this, that we're not getting any real dialogue. The highway department just goes ahead and does what it wants to do. It uses the excuse, "That's because the Federal funds are available. They're only available to do this, the four-lane." Well, from what I understand from what I read, the standards of the Federal Highway Administration, the standards of even AASHTO, and even the Appalachian corridor non-regulatory standards would allow for either a two-lane or four-lane.

So we're asking to take a better look at the concept here, because our economy—one thing that you didn't mention is that tourism is

growing as an industry in our area, and part of the appeal of tourism in our area is getting away from a major metropolitan center, getting off the beaten path. A scenic highway, considering the low-volume nature of the traffic, might be a real boon to the area, because it would bring people into the towns. Interstates and four-lanes tend to pass by little towns. You know how you're driving fast, and you're going to get there, and you don't stop. But if you're driving on a two-lane and there's a store along it whatever to stop, you do.

This is the kind of vision that I have for our area, and this is the kind of vision that 3,000 people had when they wrote letters about this, that it was so offensive to them to have a four-lane through a beautiful mountainous area, that actually the economic development plans called our isolation an asset, they called it a tourist act, the fact that we're isolated and beautiful. And if anybody's ever been in that area, they know what I'm talking about.

So if we really want to play up to the uniqueness of the area, we need to talk about a scenic byway, perhaps some two-lane sections, some four-lane where we have crowded places. There are a couple around Moorefield. But we haven't had a chance to have an honest dialogue, because I feel that our public officials have stood on one side of the fence.

This is why I really appreciate the opportunity, and I'm sorry that we had to be so aggressive and batter down the doors here, but we've been in these hearings, we've been writing letters, we've had petitions signed, and this is the only way we could get your attention.

Mr. WISE. With all due respect, you didn't batter this door down to get in here. You wrote me, and I passed it along to Chairman Rahall, who said fine and put you on. That's not the door that I'm talking about. I'm talking about the door across the way.

Ms. MCKEOWN. I'm not talking about that. I'm talking about that every time we wrote to you, we just got—and the same thing with Senator Byrd—"No, I won't consider anything other than a four-lane." That's what I mean. Not that you weren't nice to us, but that you just didn't seem to want to consider what we were saying seriously.

Mr. WISE. Well, you and I won't end this debate, I know, today on it. I've listened, heard, observed, and talked to your group and a lot of other groups assiduously, and I will continue to do so, because I think that's part of my job. And if you can show me—I take a little bit of offense in the idea that perhaps I might have studied this and come to a different conclusion than you did. That's actually what has happened. Because starting back when the wetlands were in dispute between Buckhannon and Elkins, and I was drawn into that early on, as we worked that compromise out, that became more apparent.

Corridor H has become a major part of my agenda, being as boned up on it as I possibly can because of the importance of the project. So please rest assured that we may be looking at a lot of the same facts, and we may be arriving at a different conclusion.

That's not bad, but we're not going to be able to discuss this or to have any kind of dialogue if there's going to be character assassination of those who are opposed to your point of view, even

though they may be in support of Corridor H. That will cut debate off and any kind of knowledgeable discussion, and that's too bad, because I think that these points all need to be brought out. There will have to be consensus on Corridor H, and I'm not going to permit it to be done on my watch if others who feel differently than you are attacked simply for having those views.

Ms. MCKEOWN. Okay. We just attack people on what they did and said, not on their characters, and for the record, Senator Byrd has been a fine Senator for many years, and so have a lot of people, but it's a time where we have to look at the budget now, we have to look at the real needs of the area and not just throw money in places.

Mr. RAHALL. Thank you.

Ms. MCKEOWN. I really appreciate the chance to talk.

Mr. RAHALL. The subcommittee will now hear from a panel composed of Gerald Sites, Phyllis Cole, and Jim Cookman.

Let me welcome each of you to the subcommittee and say that I had a personal call from our distinguished Senator Robert Byrd today expressing his support, of course, for Corridor H and for the testimony that the three of you will be presenting.

In addition, I only second the comments regarding the many worthwhile projects that he has brought to our State that Representative Wise has already mentioned in previous questioning.

Gerald, do you want to go first? I'll leave it up to the panel. You all decide your order.

TESTIMONY OF PHYLLIS COLE, CHAIRMAN, INTERSTATE COMMISSION ON THE POTOMAC RIVER BASIN, AND MEMBER, GRANT COUNTY INDUSTRIAL DEVELOPMENT AUTHORITY, PETERSBURG, WV, ACCOMPANIED BY GERALD SITES, VICE PRESIDENT, GRANT COUNTY BANK, AND JIM COOKMAN, PRESIDENT, INDEPENDENT INSURANCE AGENCY

Ms. COLE. Chairman Rahall, Congressman Wise, and Members of the committee, we thank you for the opportunity to address the issues with you. My comments will address Corridor H. I wish them to be included in the record.

My name is Phyllis Cole. I am a native West Virginian. I'm a former member of the West Virginia State Legislature, current Chairman of the Interstate Commission on the Potomac River Basin, which represents five States and the District of Columbia, but most importantly, I am a member of the Grant County Industrial Development Authority.

Tonight seated with me are two gentlemen who traveled for many hours to be here in support of Corridor H. On my left is Mr. Gerald Sites. He's Vice President of the Grant County Bank and an owner of a small excavating business which employs 35 persons. Mr. Jim Cookman is president of an independent insurance agency which employs 15 persons.

In addition to our jobs, we are church-going and, as we say in West Virginia, God-fearing people. Not only are these gentlemen successful, but they serve our area on numerous boards and commissions.

I only include this background information so that you will understand that we are not speaking from a self-serving perspective,

but we are attempting to represent the heart of West Virginia. We are representing the business community, individual workers, elected officials, parents, and, most importantly, our most important resource, the children of West Virginia.

I'm going to let the testimony stand and make a few comments, if it's possible.

To prove my point on saying that I'm representing West Virginia, I also have a collection of letters that I would like to have added to the record, which will prove that I am indeed representing West Virginia. Included in this list, I have letters from a U.S. Senator, a Congressman, the West Virginia Commissioner of Agriculture, three local State Senators, four House of Delegates members, three county commissioners, six mayors and city councils, two planning and economic authorities, one chamber of commerce, and two businesses. These are in addition to the 7,000 letters that have been written in support of Corridor H.

I would have had more letters available tonight, but we came down here on very short notice, and these letters have been accumulated since yesterday morning. So if you would accept these, I would appreciate it.

Mr. RAHALL. Without objection, they will appear in the record, along with your prepared statement.

Ms. COLE. Our elected officials along this proposed finish of Corridor H are not full-time county officials or highly paid mayors and council members. Our industrial development authorities are made up of business persons, bankers, farmers, ordinary hardworking persons who are the backbone of this State and this country.

For the most part, our counties along the corridor do not have paid economic developers, because we simply don't have the financial stability to fund a position year after year. Instead, all of us take time from our jobs, as we did today, and from our families to seek development and work tirelessly to press for the tools necessary to bring jobs into our communities.

Now, on the issue of the environment, which is of great importance to me in particular, because as Chairman of the Interstate Commission on the Potomac River Basin, I'm concerned about our environment from West Virginia right straight through to the Chesapeake Bay, which includes your drinking water here in the District of Columbia, I know the importance of clearing up acid mine drainage, I know the importance of keeping our streams clean, and this makes me very cognizant of the problems that we face with the environmental issue on Corridor H.

The people who are supporting Corridor H care very much about the environmental issues. We applaud the Department of Transportation and Fred Van Kirk for going through the many months of studies that they have gone through to try to avoid all the wetlands and all the environmental questions that have been brought, as well as the archaeology problems and all the other things that are being considered.

If we had built Corridor H 30 years ago when it was proposed, we would not have the tough guidelines that we're facing today. Thank goodness we do, because we live—I don't want to offend the Congressman from West Virginia, but we live in the prettiest part of West Virginia, and we don't want to spoil that, either, but we

need to be able to get our products out of West Virginia, and we need to bring jobs into West Virginia.

It would be wonderful if we could leave the Eastern Panhandle the way it is. I moved back to the Eastern Panhandle because I love Grant County. But we can't do that. We're moving forward. There's times I'd like to crawl back up on my grandmother's lap or eat one of her sugar cookies, but she's no longer here, and I can't do that, and I've got to grow up and move on.

The second thing that I want to bring up is that they say that the road does not bring economic development. Well, you gentlemen gave us the funds that were available to put a bypass around Elkins, West Virginia. People in Elkins had known about this bypass, they had it funded, they had known that it was coming about. Economic development has skyrocketed in Randolph County, and everybody knew the bypass was coming. So I can't understand when the opponents say it will deter the economy. It certainly has not happened in the Elkins/Randolph County area.

At the last legislative session, our elected officials made a very difficult decision. They passed a 5-percent gas tax on our gasoline. There isn't an elected official in the country that wants to raise taxes. These gentlemen voted to raise taxes so we would have the money to match so we could build the roads we need in West Virginia. It takes a lot of nerve in this day and age, a lot of publicity, to make hard decisions. These gentlemen made that decision because they know that we need this tool.

Lastly, I just want to list the major points that have been submitted into my testimony, and I'll do this very quickly.

Corridor H was originally established and authorized as a part of the Appalachian Regional Highway System. West Virginia has rugged topography, and it was largely bypassed with the construction of the highway system. The completion of Corridor H will help provide necessary infrastructure for the east central region of West Virginia, and it will help fulfill the promise made by the Federal Government to the people of West Virginia over 30 years ago.

West Virginia and Virginia's only common east-west highway is located some 60 to 100 miles south of the proposed Corridor H. The current condition of the roads along the proposed path of Corridor H, which is seeing increasing traffic as a result of the tourism, does not meet desirable standards for efficient or safe movement of people or goods. In 1992, West Virginia ranked second in the country in traffic deaths for every 10,000 motor vehicles registered. Traffic deaths in West Virginia can be attributed in large part to the sharp curves, steep grades, and narrow pathways of our inadequate mountainous two-lane roads.

Corridor H between West Virginia and Virginia has been included by the U.S. Department of Transportation as a part of the National Highway System. The West Virginia Division of Highways lists Corridor H as its priority.

Corridor H can co-exist with the rural way of life and the environmental resources that all West Virginians and others from across the Nation cherish.

I thank you, gentlemen, for your time, and I thank you for your support.

Mr. RAHALL. The Chair recognizes the gentleman from West Virginia, Mr. Wise.

Mr. WISE. Well, I thank you for the time you spent in preparing your testimony. I don't sit on this subcommittee. I do sit on the full committee. But I think I can speak for the Chairman in saying he's delighted to get into the record the letters. He's not sure he can handle 7,000 of them in the official text of this hearing, which this hearing actually has got quite a text developed already, I think, doesn't it?

Ms. COLE. I'm sorry, I only brought the newest ones. I didn't bring all 7,000.

Mr. WISE. We appreciate that. I will simply say that there's still a lot to be decided on Corridor H in terms of routing in the sense of where there may be some problems along the corridor that's been selected. There is going to be a need for full participation.

I happen to believe that one of the reasons that Corridor H is not just a West Virginia—you make that point, incidentally, that it deserves to be in the National Highway System for a lot of reasons. I consider it a major east-west linkup from all the way from Strasburg, continuing with coming out on I–66, going all the way to Weston, and then going north-south, which, of course, if you go 20 miles to the north, you will then continue running east on Route 50 or, I believe, Corridor D that one is. So it has implications for States beyond West Virginia and Virginia.

I would also make the point that I–66 at one time was a pretty desolate piece of highway, and you can still drive along some pretty desolate stretches there, and yet no one challenges the need for that and the reaching out that it did, and I think that that's been borne out and is going to be borne out even further.

So I believe that this is a national highway and that indeed it needs to be pursued in that vein.

I thank you for being here.

Mr. RAHALL. Thank you, Bob.

Phyllis, I want to thank you for your testimony. I believe you've demonstrated very well today the fact that in many parts of rural America, during the building of the interstates, during much of those boom times, the rural parts were overlooked, and the ability to move both our people and our products from their origins to the major markets and major cities of the day was neglected. This has caused the need for the Appalachian Highway Program. Previous Presidents have seen that need and established the program in the 1960s.

West Virginia, because of our tough topography, because of the fact that it is so much more expensive to build a mile of road in our State than in many other States in the Nation, has really lacked that access and that ability to connect with the rest of the Nation. It is our turn to catch up, and I believe that through the designation of this corridor as part of our National Highway System, we'll ensure that West Virginia doesn't further lag behind as we try to connect rural parts of the Nation with the major markets to move both our people and our goods.

So I salute you for being here today, for your persistence, and the gentlemen with you, Mr. Sites and Mr. Cookman, for your perseverance. I know that it has taken much of your time, which you

have volunteered and for which you receive nothing in return but the gratification of being able to help your State and people.

We appreciate that very much. Thank you for being with us.

Ms. COLE. Thank you.

Mr. WISE. Mr. Chairman, if I could urge the panel, in closing, whether you're against or for Corridor H, on your way home, drive safely.

Ms. COLE. Thank you very much, sir.

Mr. RAHALL. That concludes this series of hearings of the subcommittee on the proposed National Highway System, and at 7:07 p.m., some nine hours after we started today, and some 282 witnesses after we have started the process, the subcommittee stands adjourned.

[Whereupon, at 7:07 p.m., the subcommittee adjourned, to reconvene at the call of the Chair.]

PREPARED STATEMENTS SUBMITTED BY
WITNESSES AND MENBERS OF CONGRESS

SOUTHWEST BORDER SURFACE TRANSPORTATION: INVESTMENT in the FUTURE

by

John A. Adams, Jr.
Chairman Infrastructure Committee
BORDER TRADE ALLIANCE

March 15, 1994

Surface transportation has been an ongoing concern and priority with all the communities on the Southwest U.S.- Mexican border. As chairman of the Infrastructure Committee of the Border Trade Alliance, the BTA has worked to survey, identify, and recommend those projects and infrastructure improvements that are vital to the North-South growth of trade and commerce. The flow of goods and services increases daily.

Thus, it is imperative to remember that the transportation and infrastructure needs of the Southwest border region have a major impact on U.S. manufactures, shippers and communities throughout the nation. The transportation network in the Southwest is vital to the economic growth and trade of the United States.

Long before the passage of the North American Free Trade Agreement (NAFTA) in late 1993, the Border Trade Alliance had acted to catalog and assist with the identification of border development projects that were critical to the growth in cross border trade. In early January 1994 a detailed package was submitted to Congressman

Nick J. Rahall, II and the Subcommittee on Surface Transportation and the full committee on Public Works and Transportation with regard to infrastructure projects on the Southwest border. We fell that this package of projects comprises significant timely material and data needed in your assessment of transportation needs, as you proceed with the National Highway System legislation.

The specific and detailed package was not the result of a few days or weeks of effort, but instead a product of years of ongoing assessment and commitment by both the Border Trade Alliance and the individual communities along the U.S. side of the border. The common link among the Southwest communities on this topic is the direct review and impact assessment on surface transportation and infrastructure issues vital to trade and safety. This report contains well researched and qualified projects, all with local governmental endorsement, by twelve communities: San Diego, Calexico, Yuma, Nogales, Douglas, Naco, El Paso, Del Rio, Laredo, McAllen, Harlingen and Brownsville. These projects conform with the 18-point criteria contained in the October 13, 1993 statement outlined in the Congressional Record.

With the enactment of NAFTA, these transportation and infrastructure projects take on added importance. In this regard, the BTA identified these projects with the backing of the private sector business leaders, regional planners, transportation experts as well as state and local elected officials. Trade and commerce is alive and well on the Southwest border - the most crossed boundary

between two nations in the world.

The growth of trade on the border has been dramatic. Over 80 percent of freight shipments between the U.S. and Mexico go by truck. For example, the YTD 1993 total for south bound trucks at nine crossings in Texas was over 800,000, a 26.9 percent increase over YTD 1992. While Laredo accounts for over 50 percent of all south bound truck crossing (about one truck every 21 seconds); McAllen, Texas had an increase of 162.4 percent in a YTD 1992-93 comparison.

A seamless intermodal network will be crucial to economic growth and international competitiveness. To enhance the federal highway system in the Southwest will be a major investment in the future of north-south trade. All forty-eight continental states are engaged in transborder shipments to Mexico and Latin America. Ongoing attention to the development of international trade corridors from the U.S. are paramount to jobs nationwide and the growth of American industry. It is important to note that imports and exports account for over 20 percent on the nations gross national product.

In addition to the pure trade and transportation oriented needs of a well fashioned highway system, the Southwest hallmarks a number of other dynamic features. The over 1900 mile long border region currently numbers over 10 million inhabitants and represents one of the fastest growing regions in the hemisphere. Well managed and developed transportation flows are thus important to border

urban growth. Furthermore, highway safety is a prime concern as volumes of traffic increase.

Additionally, those of us that live and work on the border are constantly interested the quality of life. A safe highway system is a must to insure environmental quality and the safe transport of hazardous materials. Thus, infrastructure projects to meet the increased demand of commercial traffic need to be addressed in a timely fashion.

Mr. Chairman, the Border Trade Alliance is requesting that the prioritized projects presented to your Subcommittee on January 7th by the Chairman and the Vice Chairman of the Congressional Border Caucus, be fully funded and incorporated in your National Highway System legislation. If approved, the infrastructure improvements represented by these important projects will have dramatic benefits to the entire Nation -- not just the southwest border region of the United States. Our package of projects is consistent with President Clinton's Budget of the United States 'priority investments' including his Infrastructure Investments outlined in his budget plan. Most, if not all, of the projects put forth by the BTA for your consideration meet the criteria you have identified as critical to funding approval. And, perhaps most importantly, we strongly believe that the BTA package meets your overriding objective of improving the prospects for economic develop in the region and the Nation.

Conclusion

The Border Trade Alliance will continue an ongoing process to identify and evaluate border infrastructure and transportation requirements. As active participants in the challenges of the growth of the Southwest border region, the BTA look forward to expanded trade and commerce as well as a safe and adequate highway system.

Note: A list and brief review of the twelve city transportation priorities prepared by the Border Trade Alliance and presented in "Southwest Border Transportation Project: Prioritized List for Rep. Nick Rahall" dated January, 1994 is attached.

SOUTHWEST BORDER SURFACE TRANSPORTATION PROJECTS

I. SAN DIEGO

A. Improvements to Otay Mesa Road

B. Improvements to City streets for northbound trucks

C. New southbound truck route

D. Environmental studies for State Route 905

E. State Route 905 Right-of-Way Acquisition and Construction of Interim 4-Lane City Street

II. CALEXICO

A. State Route 98, West of State Route 7
Cole Road, Between State Highway 98 and State Route 111 - widening of State Route 98 to four lanes and upgrading of Cole Road

B. International Airport/Industrial Parks - Construction of freight terminal to meet increased demand on airport services and construction of railroad spurs to service existing and proposed industrial parks.

III. Yuma

A. National Highway System - designate Interstate 8, U.S. 95, and State Route 280 to NHS

B. Adjustments to Istea - Enact new legislation or modify

C. U.S. 95: San Luis, Arizona to Yuma, Arizona; reconstruct the existing two lane highway to four travel lanes with appropriate channelization for safety

D. Araby Road Expansion; Construct the first phase of a new limited access highway between the US/Mexico border and Interstate 8

E. State Route 280: Interstate 8 to the U.S. Marine Corps Air Station; reconstruct this two lane highway to four travel lanes with appropriate channelization

F. New Commercial Port of Entry; construct a new poe approximately five miles east of the existing poe in San Luis, Arizona

IV. Nogales

A. Interstate 19 Corridor Improvements

V. Douglas

A. Construction of an At Grade Railroad Crossing

B. Chino Road Realignment

C. Chino Road Upgrade

D. Chino Road Extension

VI. Naco

A. General plan study for Naco transportation trade corridor

B. Rail Transportation: Mexico border crossing railroad reconnect study

C. Naco main street program

D. Surface Transportation

VII. El Paso

A. Loop 375: at Padres

B. North Loop Road (M 76) Phase II

C. IH-10 - Maintenance

D. Cotton Street & IH-10 Ramp

E. Loop 375

F. Surveillance IH-10 US 54

G. BOTA

H. Artcraft Road (SH 178)

I. US 62/180

J. IH-10 at Loop 375

K. Inner Loop

L. US 85 at Doniphan Drive

M. Anthony Gap

VIII. **Del Rio**

A. Expansion of Highway 90 from Medina County to Del Rio in Val Verde County

B. Inclusion of U.S. Hwy 277, all of U.S. Hwy 83 and Texas State Hwy 57 in the ISTEA designation

IX. Laredo

A. Milo and IH 35 Interchange

B. Anna Avenue Truck Route Extension

C. Grade Separation on U.S. Highway 59 and Inner Loop

D. Grade Separation on U.S. Hwy 359 and Inner Loop

E. Hachar Road

F. International Boulevard

X. Mcallen

A. US 83 Expressway Improvements

B. Military Highway Upgrade

C. Ware Road Extension

D. Nolana Avenue Extension

XI. Harlingen

A. FM 509 connection

B. US 77 / 83 Interchange

C. 4.2 Mile Harlingen Bicycle and Jogging Trail along the Arroyo Colorado

D. U.S. Business 83

E. FM 106

F. Loop 590

G. Airport - Storm Run-off Water drainage Improvements and Air Cargo Aircraft Parking Aprons

H. Outer Loop - Extension of Loop 590

XII. Brownsville

A. Extension of U.S. 77/83 to connect with Los Tomates Bridge

B. Completion of feasibility study and construction of 6th/7th Street overpass bridge

C. Intersection improvements

D. Construction of loop system around City

E. Improvements to State Highway No. 4, from FM 313 to FM 511.

Port of Brownsville

A. Road rehabilitation/construction

B. Port terminal railroad rehabilitation

C. Brownsville-Matamoros railroad relocation demonstration project

JOHN A. ADAMS, JR.

Dr. Adams has been involved with -- and a strong advocate of -- international trade for two decades. During the past two years he has served as Vice President and Manager - International Division at the Union National Bank of Texas, with locations in Laredo and San Antonio. In addition to conducting trade in all parts of the globe, he negotiated one of the first joint ventures between a Texas and Soviet company in 1990 and in 1991 headed the trade negotiating group of the first organized American private sector trade mission to Albania in nearly five decades.

Since 1985, he has conducted an extensive amount of trade in Latin America, with an emphasis on Mexico and the emerging industrial and financial markets. Adams is a vocal advocate of the Mexico-US Free Trade Agreement and was a delegate to the GATT negotiations in Geneva. He has worked with over 200 companies to evaluate and expand both regional and international markets.

The U.S. Small Business Administration named Adams National Exporter of the Year with recognotion by President Reagan in the White House Rose Garden in May, 1988, for the development of innovative export programs to assist domestic businesses entering international markets.

Adams is Vice-Chairman of the Industry Sector Advisory Council (ISAC-14) for trade policy review at the U.S. Department of Commerce in Washington, D. C. and is a past member of the South Texas District Export Council. Other memberships include the Academy of International Business, the Society of International Business Fellows (IBF), and the Board of Advisors for the Center of International Business Studies (CIBS), Texas A&M University. He also serves as Treasurer of the Board of Directors of the Texas A&M Corps Development Council, and is a Captain in the United States Air Force Reserve.

Adams has published three books and has two in progress; and is the author of numerous articles and monographs. In 1990, *Damming the Colorado: Rise of the Lower Colorado River Authority* was selected as the winner of the T. R. Fehrenbach Award for historical excellence in the field of Texas history. Adams has spoken throughout the U.S. on a wide range of international trade topics; at international trade conferences in Japan, Argentina, Mexico, Costa Rica, Albania and Germany, as well as nationwide video conferences from Washington, D.C. cosponsored by the Department of Commerce and the Small Business Administration.

He earned Ph.D., M.A. and B.A. degrees from Texas A & M University, graduated from the American-Nicaraguan School in Managua, attended the Southwestern Graduate School of Banking (SWGSB) at SMU and was a summer intern at the London Business School in 1989.

1/94

SCOTTY BAESLER
6TH DISTRICT
KENTUCKY

COMMITTEES
AGRICULTURE
EDUCATION AND LABOR
VETERANS' AFFAIRS

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CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, D.C. 20515

March 15, 1994

Testimony before the
House Subcommittee on Surface Transportation

Mr. Chairman, thank you for the opportunity to testify on an issue of vital interest to the people of Kentucky's 6th Congressional district. I would like to request that two significant transportation routes be included in the National Highway System (NHS) -- US 27 from Lexington to Stanford and US 127 from I-64 to the Bluegrass Parkway. This inclusion is strongly supported by the Kentucky Department of Transportation, but unfortunately, was not reflected in the Secretary's proposed NHS.

US 27 is heavily travelled and provides direct access to medical facilities, recreation areas, shopping centers, and other centers of commerce. Perhaps most importantly, it connects central Kentucky's major metropolitan area of Lexington with south central Kentucky. US 27 carries more than 26,000 vehicles per day to Nicholasville and 11,000 vehicles beyond Nicholasville to the south.

The US 127 route provides direct access for emergency and disaster relief efforts, access to recreation areas, access to commercial centers, and access to the capital city of Frankfort from south central Kentucky. Further, it directly connects the two major east-west corridors important to interstate and intrastate commerce and carries over 11,000 vehicles per day. Mr. Chairman, I urge the Surface Transportation Subcommittee to consider these two routes for inclusion in the National Highway System.

In addition, I would like to submit information for the record on a project of interest to myself and my colleague from Kentucky, Hal Rogers. In early January, we sent a joint letter requesting project authorization to widen US 27 to a four-lane facility with a depressed median from Camp Nelson, Kentucky to the Tennessee State Line. I would like to submit for the record responses to the criteria listed in the Congressional Record of October 13, 1993.

Thank you again for the opportunity to testify on behalf of these important projects. Completion of these transportation corridors will provide economic benefits not only to the 6th district, but to the entire state of Kentucky, and will further the goal of a coherent and integrated National Highway System.

US 27 from Somerset, Pulaski County, Kentucky to Tennessee State Line

1. The Commonwealth of Kentucky is responsible for carrying out the project.

2. The implementation of this project involves widening US 27 to a four-lane facility with depressed median from the end of the four-lane section south of Somerset to the Tennessee State Line. This widening would be along the existing right-of-way where practical or on new location when roadway geometrics need to be improved. A US 27 bypass of Somerset as well as improvements through town are being considered to increase capacity. The objectives are to provide sufficient capacity and improved safety on this proposed National Highway System (NHS) corridor between Somerset, Kentucky and the Tennessee State Line. It would also enhance the ability of Pulaski and McCreary Counties to attract new industry, expand their industrial base and facilitate the movement of coal. The corridor supported in excess of 50,000 tons of coal shipped during the 1992 reporting period. The planning, design, right-of-way, utility relocation and construction phases are proposed for funding.

3. The project is eligible for Federal-Aid (NHS) funds.

4. Total project cost for the entire 36 mile route including planning, design, right-of-way, utility relocation and construction is approximately $ 200 million. Source of funds are state funds matched to federal-aid funds and state funds.

5. No private sector financing is available for this project.

6. Contract costs for the project are not expected to exceed the amounts requested for the project.

7. Yes, some preliminary engineering and environmental analysis has been completed for the Cumberland River and Pitman Creek bridge replacement projects south of Somerset as well as a southeast bypass. No preliminary work has been completed south of the bridges.

8. The KTC's Six Year Plan (FY 1993-1998) has identified a 3.5 mile section of the southeast Somerset bypass with construction scheduled in the current Plan's six-year time frame. Both the Cumberland River Bridge and Pitman Creek Bridge replacements are also scheduled for construction in the current Plan's six-year time frame. The 3.5 miles of bypass is estimated to cost approximately $20 million while the 1.7 mile bridge replacements are estimated to cost approximately $32 million.

9. The southeast Somerset bypass and the two bridge replacements are scheduled in the Cabinet's current Six Year Plan. The remainder of the route has not been considered for improvement as a corridor but a short segment through Whitley City is included in the Unscheduled State Highway Plan Needs process.

10. Yes, critical for future traffic and enhanced economic development.

11. The estimated $200 million cost of the 36 mile project does not allow for the entire project to be given sufficient funding priority.

12. There is no known opposition or obstacles to the project.

13. The construction of a modern highway serving 20 year traffic demands utilizing existing right-of-way where practical.

14. The economic, energy efficiency, environmental, congestion mitigation and safety effects associated with the project will be documented in the environmental assessment developed for this project or have already been documented for those projects currently in progress.

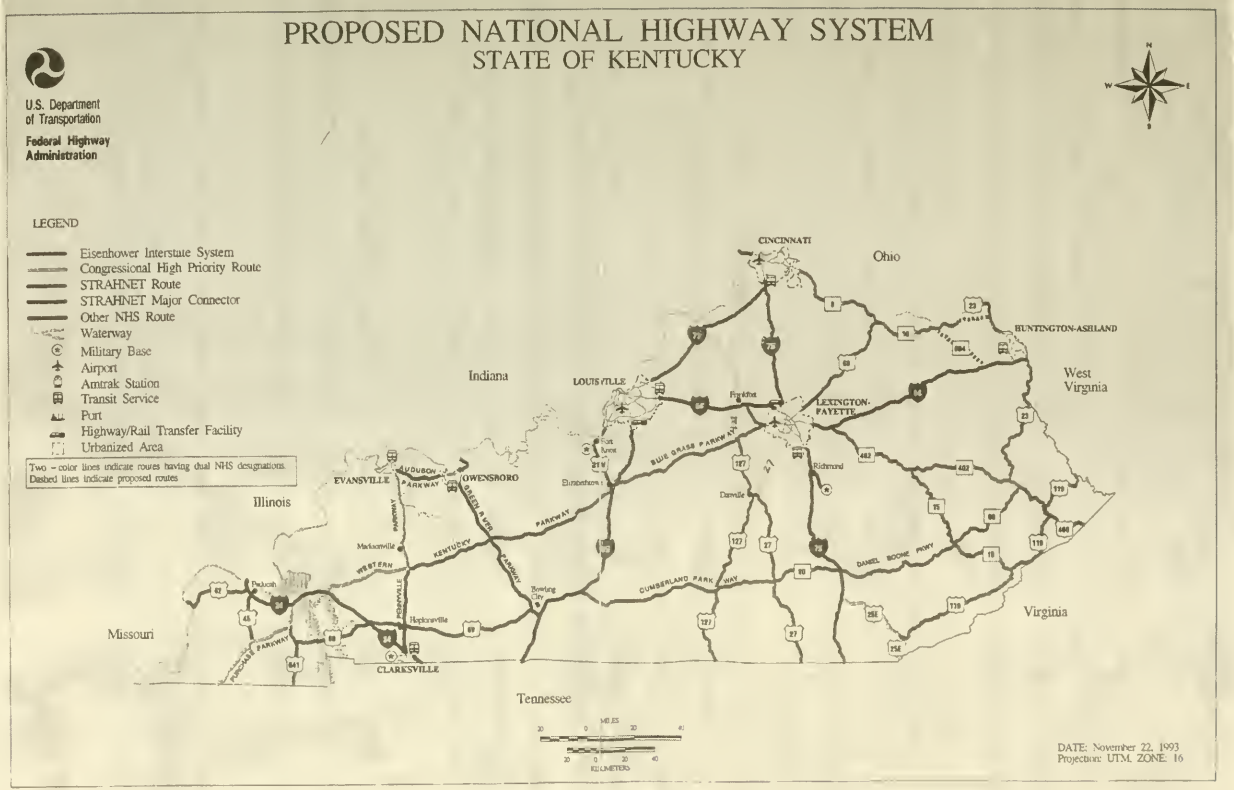
15. No, the project will not require additional investment in other infrastructure projects.

16. The Do-Nothing alternative is the only other Transportation strategy that could be considered appropriate by the Transportation officials. Consideration of other modes of transportation are not available.

17. Approximately $4.5 has been authorized for initial preliminary engineering, environmental, design, right-of-way and utility relocation work on the 3.5 mile section of the southeast bypass. Approximately $2 million has been authorized by FHWA for initial preliminary engineering and design work on the Cumberland River Bridge.

18. The KTC would support general fund revenues for the project, provided the funding would accommodate project implementation within a reasonable time frame.

PROPOSED NATIONAL HIGHWAY SYSTEM
STATE OF KENTUCKY



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STATEMENT OF THE HONORABLE HERBERT H. BATEMAN
BEFORE THE SURFACE TRANSPORTATION SUBCOMMITTEE
ON PROPOSED HIGHWAY DEMONSTRATION PROJECTS

MARCH 15, 1994

I would like to thank Chairman Rahall and Mr. Petri for affording me the opportunity to speak on behalf of my requests for two highway demonstration projects that are of critical importance to the First District of Virginia. Those requests are for $73.5 million to expand the George P. Coleman Bridge on the York River from two lanes to four lanes and $32.6 million to construct an interchange on Interstate 95 in Stafford County, Virginia.

I have already provided the committee with detailed information on both of these projects and I will not take your valuable time by discussing the details here. I would, however, like to briefly expand on the reasons I believe the federal government should help finance them. Let me begin by noting that both projects are located on the National Highway System and linked to the Strategic Highway Network by U.S. Route 17.

With regard to the Coleman Bridge expansion project, let me begin by noting that the committee previously recognized the need for federal financing when it approved $13.5 million for planning and construction in the 1987 and 1991 highway bills. I believe that the committee should continue its consistent recognition of the need for federal involvement in this matter. Much of the $95 million cost of the effort to expand the bridge is due to the

upriver location of the Yorktown Naval Surface Weapons Station and the Cheatham Annex Naval Supply Center. The river traffic generated by these facilities, which accounts for almost 90 percent of total traffic in the area, requires the presence of a costly high-level swing span and has effectively foreclosed the Commonwealth's ability to pursue other, less costly alternatives.

I might also note that the Commonwealth of Virginia has decided to finance the expansion project with tolls which will be primarily borne by local residents who commute to military bases, federal facilities and Newport News Shipbuilding on Virginia's Lower Peninsula. The impact of a toll and its aggravation of the ongoing defense drawdown which impacts my district troubles me greatly.

The proposed interchange on Interstate 95 in Stafford County, Virginia presents a different, but compelling argument for federal involvement. I think it is important to point out that Stafford County has already devoted $10 million towards this project. Also, the Federal Highway Administration has approved the layout and location of the interchange and Stafford County has secured commitments for 100 percent of the right of way needed to construct this project.

Stafford County, a bedroom community of our nation's capitol, has experienced a growth rate of 51 percent in the 1980s. The majority of the county's new residents are federal

civilian and military personnel. Growth in a community is undeniably a boon in many instances, but also brings many attendant problems like traffic congestion and air pollution.

The I-95 interchange is an integral part of the county's effort to respond to these challenges. It will provide the main link to the new general aviation reliever airport, which was recently approved by the Federal Aviation Administration, and access to a station along Virginia's major commuter rail link with the District of Columbia, Virginia Railway Express. It also will enable the county to manage the growth and development, much of which is federally connected, that will surely continue well into the next century.

I believe that it is appropriate that the federal government assist Stafford County in its efforts to address the increasing suburbanization of the area near the nation's capitol through thoughtful planning and increased access to intermodal transportation.

I would like to close by thanking Chairman Rahall and Mr. Petri once again for allowing me to appear. I would be happy to answer any questions you may have.

TESTIMONY ON THE NATIONAL HIGHWAY SYSTEM

Before the
Surface Transportation Subcommittee of
The House Public Works and Transportation Committee

DAVID BERNSEN
COMMISSIONER, TEXAS TRANSPORTATION COMMISSION

March 15, 1994

I would like to thank the Chairman and Members of the Subcommittee for allowing me to share a few thoughts with you about the proposed National Highway System and its anticipated effect on the transportation system in Texas and throughout the nation.

BACKGROUND

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established a National Highway System (NHS) for the following purposes:

> "...to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel."

Last year the Federal Highway Administration (FHWA), with the 50 states, developed the proposed NHS map. The states developed their individual candidate route maps using a process that included extensive public involvement and coordination with local planning organizations.

The proposed NHS system consists of approximately 159,000 miles of roadways that qualify as being "strategically important." According to the U.S. Department of Transportation (USDOT), the NHS represents a first step toward a national plan to integrate all modes of travel and to enable state officials, in consultation with local governments, to determine the best methods to move people and products. As FHWA Administrator Rodney Slater announced at the unveiling of the NHS map, "...the National Highway System is going to be the backbone of our national transportation network in the 21st century...providing the means for sustained economic strength, productivity, growth, and competitiveness in the global market place."

PRIMARY NHS ISSUES

NHS Benefits. The NHS will serve as both the principal transportation conduit for the movement of people and goods throughout the United States and as the critical link between the United States and its major trading partners around the world. A strong NHS will also support the movement of people and goods among the various transportation modes.

The efficient movement of people and goods is important to the economic vitality and quality of life of our communities. As a component of a productive mobility system, the NHS will help reduce congestion, speed the movement of goods and reduce the negative impacts of transportation and commerce on the environment.

The NHS will complement the nation's other major transportation systems. When these systems are joined with one another, they will make up a truly national transportation

network. States can develop mobility corridors, incorporating a selection of new freeways, HOV lanes, light rail and ports to provide the customized infrastructure needed to move people and goods.

An Adjustable NHS. Congress should adopt a NHS program that will allow the states, with USDOT approval, to adjust the routes on the NHS map to meet the changing transportation needs of localities, the state and the nation. The NHS, while limited to a set number of significant national priority routes, will remain a viable system only if it reflects the changing dynamics of surface transportation throughout the nation.

Safety and Design. The federal government, in cooperation with state and local governments, should establish uniform national design standards to enhance safety aspects of the NHS. The NHS should not be considered an extension of the Interstate System but rather a system with a focus on nationally significant highways. Design standards should be based on the specific needs of each type of route. These uniform design standards will enhance the safety, environmental integrity and mobility elements of the system, assisting in the movement of a single individual vehicle as well as the complex movement of large, oversize and overweight vehicle loads.

The nation has a responsibility for design issues regarding the effect of future cross-border traffic on the connecting highway infrastructure, particularly where truck traffic is heaviest. Focused federal attention on trade-related infrastructure will assist the states in identifying safety and maintenance needs.

Without a NHS Designation. After September 30, 1995, federal funds authorized for the NHS and for Interstate Maintenance (IM) cannot be distributed until Congress has designated the necessary routes. Should this occur, approximately $6.3 billion annually might not be available to help states meet their transportation needs. Of this amount, Texas' share is approximately $440 million annually.

If NHS and IM funds are not distributed, money for congestion relief, traffic management and system preservation on our highways would drop sharply. Loss of funds to construct additional highway capacity or install sophisticated traffic management systems would mean:

- loss of state jobs
- increased congestion on major highways, with resulting losses in productivity
- dilution of available highway maintenance dollars to cover the Interstate system, resulting in an overall lowering of the quality of highways, and
- higher transportation costs (and associated increased costs of goods and services) resulting from congestion and wear and tear on trucks travelling on less well maintained highways.

A SYSTEMS APPROACH

The NHS represents the primary highway network in the nation. In developing and funding the major national transportation systems, the Congress should take a methodical approach. Transportation planning on a project basis limits the perspective of transportation planners. The Congress and the states must move toward developing transportation systems (i.e. transportation corridors) to provide the necessary infrastructure to meet the variety of demands on the current system. This approach includes the development of active partnerships between state, local, and international transportation officials to ensure the success of the national system. For example, we cannot effectively develop a complete hurricane evacuation system one route at a time. Effective planning requires that we look at the entire route system (how the routes connect and feed into one another) to provide quick, safe, and effective evacuation routes for our citizens.

The same principle applies to trade routes. Although the NHS system will comprise only 4 percent of the nation's roadways, the system is expected to carry about 50 percent of the nation's total traffic and about 70 percent of the truck traffic in the nation. The states must look toward developing a trade corridor system. We will not effectively meet the transportation infrastructure needs of the trade community on a route by route basis. We must step back to get a look at the whole trade picture and then design systems that will assist the smooth flow of commerce along trade corridors throughout the nation. The national interest in providing sufficient highway infrastructure to carry this vital commerce has led us in Texas to place our greatest priority on the NHS routes that support international trade.

THE NHS IN TEXAS

On the proposed NHS map, Secretary Federico Peña allotted Texas 13,311 miles (8,711 rural and 4,540 urban) based on the state's proposal to the U.S. Department of Transportation. Within Texas, the Texas Highway Trunk System serves as the foundation for the state's transportation system. Texas' portion of the NHS was selected from this larger state network. The department allocated the urban portion of the candidate NHS mileage to each urbanized area of 50,000 population or more, based on the 1990 Census. The states' metropolitan planning organizations (MPOs), in cooperation with the department's local district offices, selected the urban system. The criteria for selecting routes for included connecting:

- all areas of 25,000 or more population
- major Gulf of Mexico ports
- international border crossings with Mexico and
- major highways with other states.

The department received extensive input on the candidate NHS at the MPO and statewide levels, including a statewide public hearing. Using this public participation process, the department identified an additional 574 miles for the candidate rural NHS for Texas; the Secretary included these routes on the USDOT proposal to Congress.

The Texas Transportation Commission recently adopted a resolution on the importance of the NHS. A copy of this resolution is included for your information. In brief, the Commission supports the full designation of the NHS as the primary highway network, and we recommend:

- a limited but adjustable NHS
- full and adequate federal funding for the NHS
- the establishment of uniform national design standards for the NHS, and
- the continuation of the state's role in NHS project selection and funding decision making, in cooperation with local officials as outlined in the ISTEA.

We will put to use $1.3 billion in federal funds over the six years of the ISTEA on the NHS routes within Texas. We will use these funds to ensure that the NHS routes in Texas serve as the vital transportation links between major population centers and entry points to the state and to the United States.

THE NHS AND INTERNATIONAL TRADE THROUGH TEXAS

The North American Free Trade Agreement (NAFTA) will have significant impacts on transportation infrastructure, particularly in Texas. Of the total overland trade between the U.S. and Mexico, 80% travels through Texas; 74% of this is carried by truck. The primary roadway system and border crossings used by exporters and importers are located in Texas -- Laredo, El Paso, and Brownsville accounted for 68.6% of total U.S. export trade to Mexico in 1992.[1] Six of the nation's top ten exporting ports of entry are in Texas.

Total trade between the United States and Mexico has risen from $30 billion in 1983 to $74 billion in 1992. In the near term, exports to Mexico are expected to expand to $44 billion by 1995.[2] Increases in international trade will have a major impact on preserving and creating new jobs in the U.S. and improving the economies of both the U.S. and Mexico. Increased trade will assist in providing a favorable climate for economic growth and job creation. Trade and manufacturing rely heavily on the transportation infrastructure; therefore, it is an essential foundation for a prosperous future for North America. Maintaining and improving

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[1]Shiner, Moseley and Associates, **Trade Flows and Transportation Along the U.S.-Mexico Border in Texas and Mexico**, 1993, pages 7-8.

[2]Ibid. 2-3.

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transportation infrastructure links with Mexico through Texas will safeguard the economic and social prosperity of the nations by providing a reliable gateway for U.S.-Mexican trade.

NHS designation will be an important factor for the state and the nation as we anticipate increases in international air, water and highway traffic resulting from expanded international trade. By creating the NHS, Congress has made a strong commitment to improving international trade that can be realized along the U.S.-Mexico border region through appropriate roadway funding. Federal transportation funds spent on border region transportation needs will have a significant benefit-to-cost impact for the nation by expediting trade flows through the major corridors.

Infrastructure development along the U.S.-Mexico border not only benefits local economies and economies trade partners within Texas, it is also vital to states along the northern U.S. border and interior states. The development of efficient trade corridors through Texas will enhance the economies of these states, as well as the economy of Texas. Improvements to the transportation infrastructure in Texas, especially along the U.S.-Mexican border, will help keep trade flowing smoothly.

The development of the High Priority Corridors, established in the ISTEA, will complement our border area infrastructure program. It is particularly essential that the Congress fully support and fund the completion of:

- High Priority Corridor 1 (from Kansas City, Missouri to Shreveport, Louisiana)
- High Priority Corridor 18 (from Indianapolis to Houston) and
- High Priority Corridor 20 (U.S. 59 from Laredo, through Houston to the vicinity of Texarkana).

When completed, these corridors will together comprise a major gateway for Mexico to the midwest and the industrial northeast and beyond to major trade centers in Canada. This corridor will serve as the primary route for international trade from Montreal to Monterrey. Benefits of this access will go, not only to the states along the corridor, but also to the economies of the three nations engaged in NAFTA trade. Other proposed major trade routes through the eastern, midwest and western portions of the U.S. will likewise link the three nations of the NAFTA agreement together for prosperous trade.

In Texas, we are encouraged by the increase in the federal-aid highway program in the U.S. Department of Transportation's 1995 budget proposal. However, we feel that additional federal funds, perhaps in the form of a dedicated border infrastructure investment fund, are necessary to ensure that the international trade flows smoothly.

In the ISTEA, Congressman Laughlin of Texas included language that required the U.S. Department of Transportation to conduct a study on the feasibility of establishing an International Border Highway Infrastructure Discretionary Program. The Department released the study in January of this year. The report states, in part, that while the Department could

implement such a program if the Congress established one, the Department suggests that the Congress pursue full funding of the ISTEA, private sector funding of infrastructure improvements and federal-aid program options to improve transportation infrastructure related to international trade. Congressman Laughlin has repeatedly stressed -- and we agree -- the importance of investing in our nation's border infrastructure before trade escalates even further.

The passage of the North American Free Trade Agreement requires that states along the Canadian and Mexican borders shoulder a greater level of responsibility in ensuring that the proper conduits for international trade are in place and functioning. We suggest that the Congress consider developing a dedicated border infrastructure investment fund. The amount a state would receive from this fund should not affect the amount normally assigned to a state through current formula funds, since the international trade-related improvements are in the best interest of the nation.

CONCLUSION

The National Highway System is vital to our effort to provide an accessible and efficient intermodal transportation system for Texas. The NHS will be a transportation keystone for the nation's prosperity and mobility.

The increasing needs for surface transportation in Texas, most notably resulting from increased trade with Mexico and Canada, require focused transportation investments at the local, state and federal levels.

The designation of the NHS is the first step toward providing an integrated transportation system that will be flexible enough to meet the changing transportation needs of the nation into the 21st century.

Texas is eager to usher in the next century with a transportation system that strengthens the social and economic activities of the nation. In so many ways, we have already begun this process. However, we will need your assistance and guidance to develop a transportation system that accurately reflects the changing dynamics of our state and nation.

WHEREAS, after September 30, 1995, approximately $440 million to Texas in annual federal surface transportation funds authorized for the NHS and for Interstate Maintenance (IM) cannot be distributed until Congress has designated an NHS. Failure to designate an NHS would result in:

(1) loss of jobs in the state economy,

(2) increased congestion on major highways, with resulting losses in productivity, and increases in environmental pollution,

(3) dilution of available state dollars for highway maintenance to cover the Interstate system, resulting in an overall lowering of the quality of Texas highways, and

(4) higher transportation costs (and associated increased costs of goods and services) resulting from increased congestion and wear and tear on vehicles travelling on less well maintained highways; and

WHEREAS, although Congress could enact supplemental authorizing legislation diverting NHS and IM funds to the Surface Transportation Program, such diversion would dilute the focus of a national priority highway system, funds would be diverted through statutory "set-asides" for transportation enhancements and safety improvements, and the state's ability to support a network of primary highways would be limited; and

WHEREAS, in NHS decision making, the states should participate fully in an open partnership with local officials as envisioned by ISTEA. The active involvement of local officials, the public, and interest groups is vital to ensure that the NHS serves the needs of the nation, both in terms of local needs and inter-regional connectivity. This open partnership will:

1) foster joint consultation and appropriate decision making responsibility for funding and project selection,

2) preclude the need for any suballocation of NHS funds beyond the statewide level, thus preserving statewide linkage and the safe, effective, and efficient movement of people and goods, and

3) preclude the need for any set-asides for highway maintenance and intermodal purposes.

NOW, THEREFORE, BE IT RESOLVED that the Texas Transportation Commission supports the designation of the NHS as the priority network of highways in the nation and recommends that:

1) Congress should limit the National Highway System to approximately 155,000 miles as established in the ISTEA;

2) Congress should adopt a National Highway System program which will allow the states, with USDOT approval, to adjust the routes on the NHS map to meet the changing transportation needs of localities, regions, the state, and the nation; and

3) Congress should provide full and adequate federal funding for the National Highway System to support and protect its vital role in providing for the efficient movement of people and goods throughout the United States and as a conduit for international commerce at our nation's borders; and

4) the federal government, in cooperation with state and local governments, should establish uniform national design standards to enhance safety aspects of the NHS. The NHS should not be considered an extension of the Interstate System but rather a system with a focus on nationally significant highway routes. The uniform levels of design standards should be based on the traffic and safety needs of each type of route; and

5) states should continue to have overall responsibility for NHS route and project selection in partnership with local officials as outlined in the ISTEA. The Congress should maintain the local planning role outlined in the ISTEA.

By approval of the Commission at Austin on the 24th day of February, 1994.

David Bernsen, Commissioner of Transportation

Henry R. Muñoz III, Member

Anne S. Wynne, Member

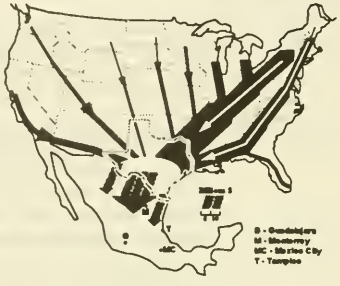
SUBJECT TO REVISION

TRADE FLOWS

OFFICE of the GOVERNOR

Summer 1993

Seven of the 13 Largest Trading Partner States are in the Industrial Midwest and Northeast



Overland Trade Flow Patterns Between the U.S. and Mexico

- **U.S. - Mexico trade has increased 250% to $74 billion/year since the mid 1980s and is expected to double by the year 2000 and again by 2020**
- **Texas is the major route for U.S.-Mexico trade with 80% of overland trade by value going through Texas**
- **Trucks dominate traffic, carrying 74% of total trade by value**
- **Mexico trade generates about 400 million miles of truck traffic on Texas highways . . . with 300 million miles having origin or destination outside of Texas**

TRADE WITH MEXICO IS IN THE NATIONAL INTEREST; PRODUCING A 1992 TRADE SURPLUS OF $5.4 BILLION AND 700,000 U.S. JOBS. (SOURCE: USTR)

FAILURE TO PROVIDE ADEQUATE INFRASTRUCTURE WILL ADVERSELY IMPACT TRADE BETWEEN U.S. AND MEXICO.

This is one in a series of reports prepared for the State of Texas by Shiner, Moseley and Associates, Inc., Olivarri & Associates, et al. The objective is to estimate the unique infrastructure requirements of the Texas Border Zone that result from its geographic proximity to a developing country and also considering the effects of rapidly growing international trade and the pending North American Free Trade Agreement.

INTERIM FINAL

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Congress of the United States
House of Representatives
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TESTIMONY

The Honorable Corrine Brown (D-FL)
U.S. House of Representatives

Before the

House Public Works and Transportation Committee
Surface Transportation Subcommittee

March 15, 1994

PRINTED ON RECYCLED PAPER

Members of the Subcommittee, colleagues, and friends, I am pleased to appear before you today in support of four important transportation projects in Jacksonville, Florida. As a member of this Committee, I recognize the complexity of formulating the National Highway System legislation and look forward to assisting you in this task. First, may I introduce Miles N. Francis, Jr., Executive Director of the Jacksonville Transportation Authority (JTA), and Neal Ganzel, Director of Public Relations for the Jacksonville Port Authority (JPA). At the end of my remarks, they will be able to answer any questions you may have regarding these projects.

On behalf of the JTA, I am requesting that this Subcommittee authorize two transportation projects: 1) construction of a Multimodal Terminal Center, which will provide terminal space for Amtrak, intra- and inter-city buses and the Automated Skyway Express (ASE), and 2) planning funds for an extension of the ASE transit system to the Gator Bowl.

I. MULTIMODAL TERMINAL CENTER

The Jacksonville Transportation Authority is seeking funds to construct a Multimodal Terminal Center to be built adjacent to the former Jacksonville Union Terminal. Local funds have already paid for a completed Systems Planning Study. An Environmental Impact Statement (EIS) is currently being developed by the Florida Department of Transportation. If funds are available, construction will begin as soon as the EIS is finished and approved.

The total cost of the project is estimated to be $40 million (in 1993 dollars). State and local matching funds will be secured to match the 80% federal share of the project costs. The City of Jacksonville, State of Florida and the Jacksonville Transportation Authority anticipate funding this project on an 80/10/10% basis. As the facility will be a truly intermodal facility, no operating costs will be requested. Any operating costs incurred will be paid by the using agencies.

By coordinating and integrating all modes of transportation in one facility, we believe the new center will greatly enhance the patronage of public transportation in the Jacksonville area as well as make mass transportation more convenient to passengers. Construction of the facility adjacent to the Convention Center will encourage private sector growth and revitalize the downtown area.

II. GATOR BOWL EXTENSION

The Jacksonville Transportation Authority is also seeking a $1.2 million authorization to prepare the Alternatives Analysis (AA) and Environmental Impact Statement (EIS) for the Gator Bowl extension of the ASE. This 1.3-mile extension, with three new stations, would link the existing system east to the government center, possible river front development, and finally to the Gator Bowl/Coliseum sports complex.

The City of Jacksonville is planning a complete restructuring of the infrastructure along and at the terminus of this proposed segment. It is extremely important that, if we are ever to expand the existing system in this direction, we reserve adequate right-of-way at this time. Determination of appropriate right-of-way will result from the AA/EIS. The Jacksonville Transportation Authority, with local funding, has completed a Systems Planning and Feasibility Study at a cost of $344,000. The City of Jacksonville and the State of Florida have indicated a willingness to provide the 20% local match to conduct the AA/EIS. Authorization of funds for construction of the extension are not being requested at this time.

The overall objective is to provide improved transit service to the eastern area of the Central Business District including several major activity centers such as City Hall/Federal Courthouse and the Gator Bowl, soon to be the home of the new Jacksonville Jaguars. This link would also provide an additional source of peripheral long term low cost parking which is important for the long term economic growth of the core Central Business District area. The City of Jacksonville will utilize JTA-owned land to construct a substantial number of parking places that will be both convenient and secured.

I am also pleased to testify today on behalf of the Jacksonville Port Authority which operates our city's public port and airport terminals.

The Port of Jacksonville is one of the largest and the busiest deepwater ports in the South Atlantic. Our Talleyrand and Blount Island Terminals provide a national economic impact of $2 billion annually, including 17,000 jobs for the Jacksonville economy. Due to the tremendous growth in recent years, the Port Authority is now starting development of a third marine terminal which will create an additional 10,000 jobs. The Blount Island seaport's national significance was demonstrated during the U.S. Military's Operation Desert Shield/Storm at which time the seaport handled more military equipment and supplies than any other commercial port in the world, accommodating almost 100 vessels and 1.5 million tons of cargo.

The Jacksonville International Airport (JIA) is a medium-hub facility serving the commercial air transportation needs of Jacksonville, northeast Florida and southeast Georgia. Two million air travelers use JIA each year. Jacksonville's population growth (between 1980 and 1990) was the third highest among the nation's 25 largest cities. An estimated one million people live within a one-hour driving radius of the JIA. While passenger air traffic continues to grow at an impressive rate, air cargo movements have experienced a dramatic increase. In the four year period between 1986 and 1990, air cargo traffic increased by 70%.

Both of the highway improvement projects are continuing federal projects which are designed to enhance the intermodal linkages between Jacksonville's two seaport terminals, the Jacksonville International Airport and the interstate highway and railroad facilities in the metropolitan area.

I. AIRPORT ACCESS PROJECT

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) provided partial funding ($7.1 million) for a new interchange at I-295 and Duval Road as well as a new South Access Airport Road. Although both phases are described by the ISTEA and are interdependent, only $7.1 million was provided for the project. Combined with local and state contributions, the ISTEA funding was only adequate to complete construction of the interchange. An additional $10.2 million in federal funds is being requested at this time for the necessary roadwork to provide the connecting link from I-295 to the international airport.

This new access will provide much needed relief for the primary airport access via I-95 and replace the indirect linkage to I-295 which will need to be severed due to runway expansion plans.

II. BLOUNT ISLAND ACCESS PROJECT

The second roadway improvement project is located in the vicinity of the Blount Island seaport terminal which is busiest of the Port Authority's two marine terminal, located only 10 miles from the open sea. In addition to the seaport terminal, Blount Island is the location of the U.S. Marine Corps' prepositioning ship program. Therefore, roadway improvements to Blount Island assist not only in the movement of commercial cargo destined to and from the interstate, but also the movement of U.S. military personnel and supplies.

In fiscal years 1988, 1989, and 1990 Congress provided approximately $17.5 million for two phases of roadway access improvements to Blount Island. These improvements consisted of a four lane bridge and other roadway improvements which connect Blount Island directly to the interstate.

An additional $10 million is needed for the third and final stage of the project which consists of an improved method of egress for traffic exiting Blount Island. Heckscher Drive (State Road 105) will be elevated over a railroad track and the main roadway serving most of the truck traffic exiting from the Blount Island marine and military facilities, thereby eliminating a difficult at-grade signalized intersection and at-grade rail crossing. The improvements will improve efficiency in the transshipment of cargo between the Blount Island marine terminal and the interstate system and eliminate safety hazards associated with the current intersection configuration.

Mr. Chairman, thank you for your consideration of funding for these four transportation projects for the Jacksonville Port Authority and Jacksonville Transportation Authority.

Congressman Jim Bunning
Testimony Before
The Surface Transportation Subcommittee
March 15, 1994

THANK YOU MR. CHAIRMAN, MR. PETRI AND MEMBERS OF THE SUBCOMMITTEE FOR GIVING ME THIS OPPORTUNITY TO DISCUSS A PROJECT THAT I THINK IS VERY EXCITING---- A PROJECT WHICH I THINK IS EXACTLY WHAT THE MEMBERS OF THIS COMMITTEE HAD IN MIND WHEN YOU DESIGNED THE GOALS FOR ISTEA.

THOSE GOALS WERE CLEAR: TO CREATE A UNIFIED, INTERCONNECTED TRANSPORTATION SYSTEM, THAT USES TECHNOLOGY AND INNOVATION TO PROMOTE ECONOMIC DEVELOPMENT, AND REDUCE ENERGY CONSUMPTION, CONGESTION AND AIR POLLUTION.

I WOULD LIKE TO INTRODUCE TO YOU, A PROJECT WHICH WOULD DO ALL THAT AND MORE--A LIGHT RAIL SYSTEM FOR A 33 MILE CORRIDOR IN SOUTHERN OHIO, WHICH RUNS THROUGH CINCINNATI AND THROUGH COVINGTON KENTUCKY TO THE CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL AIRPORT. I ASK THE MEMBERS OF THIS SUBCOMMITTEE TO HELP MAKE THIS PROPOSAL COME TO LIFE.

THE UNIQUE FEATURE OF THIS PROPOSED LIGHT RAIL CORRIDOR IS THE FACT THAT IT IS ANCHORED ON EACH END BY A MAJOR TRAVEL GENERATOR.

ON THE SOUTHERN END, IN MY DISTRICT, IS THE CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL AIRPORT. THROUGH A DELTA AIRLINES HUB EXPANSION , OUR AIRPORT WILL BE THE FASTEST GROWING HUB IN THE COUNTRY---- GOING FROM 5 MILLION EMPLANEMENTS IN 1991 TO A PROJECTED 14 MILLION IN THE YEAR 2011.

ON THE OTHER END, IN WARREN COUNTY, OHIO, WE HAVE PARAMOUNT'S KING'S ISLAND AMUSEMENT COMPLEX WHICH ATTRACTS 3 MILLION VISITORS A YEAR.

IN BETWEEN, WE HAVE THE CITY OF CINCINNATI WHICH IS ANTICIPATING MAJOR DOWNTOWN AND WATERFRONT DEVELOPMENT AND THE CITY OF COVINGTON WHICH IS ALSO DOING A LOT OF DOWNTOWN REDEVELOPMENT AND IS HOPING TO BUILD A NEW CONVENTION CENTER.

THESE FACTORS INDICATE GROWTH AND ECONOMIC DEVELOPMENT. AND OUR AREA IS ONE OF THE FASTEST GROWING IN THE MIDWEST.

BUT THESE FACTORS ALSO MEAN PROBLEMS WITH CONGESTION AND INCREASED PROBLEMS WITH AIR POLLUTION IF WE DON'T PREPARE FOR THEM.

BECAUSE OF THE GROWTH, IT IS ESTIMATED THAT TRAVEL ALONG THIS CORRIDOR WILL DOUBLE BY THE YEAR 2010 WHICH TRANSLATES TO OVER 100,000 MORE VEHICLES PER DAY. IT IS ALREADY PRETTY HEAVILY TRAVELED. AS IT STANDS, WE CALL THE MAIN INTERSTATE CORRIDOR THROUGH NORTHERN KENTUCKY, DEATH HILL.

THE NORTHERN KENTUCKY/CINCINNATI METROPOLITAN AREAS IS ALREADY CLASSIFIED AS MODERATE OZONE AND NITROUS OXIDE NON-ATTAINMENT AREA. THAT CLASSIFICATION WILL LIMIT OUR FLEXIBILITY IN MEETING NEW TRANSPORTATION NEEDS UNLESS IT IS ADDRESSED THROUGH AIR POLLUTION IMPROVEMENTS.

THE LIGHT RAIL PROPOSAL ADDRESSES BOTH OF THESE POTENTIAL PROBLEMS.

I DON'T PRETEND TO ASSUME THAT THIS PROJECT WOULD GET ENOUGH CARS OFF THE ROAD BY ITSELF TO ELIMINATE THE AIR POLLUTION PROBLEM TOTALLY OR TO DO AWAY WITH CONGESTION BUT IT WOULD DEFINITELY BE A BIG HELP ON BOTH COUNTS.

THE PROJECT IS MOVING AHEAD. IT HAS WIDESPREAD SUPPORT THROUGHOUT THE COMMUNITY.

AND LAST YEAR, WE WERE FORTUNATE ENOUGH TO GET AN APPROPRIATION TO BEGIN THE FIRST PHASE OF THE REQUIRED "MAJOR INVESTMENT ANALYSIS" OF THE CORRIDOR. WE WILL BE SEEKING ADDITIONAL FUNDS TO CONTINUE THAT PROGRESS THROUGH PHASES TWO AND THREE.

BUT TODAY, I AM ASKING YOUR HELP TO KEEP THIS PROGRESS MOVING IN YOUR AUTHORIZATION BILL AND TO HELP LAY THE GROUNDWORK FOR THIS EXCITING PROJECT SO THAT, IN NORTHERN KENTUCKY AND CINCINNATI, WE CAN BE READY TO MEET THE MULTIPLE CHALLENGES OF CLEAN AIR, TRAFFIC CONGESTION AND INCREASED ECONOMIC DEVELOPMENT.

I THINK, WHEN YOU LOOK AT IT IN MORE DETAIL, YOU WILL AGREE THAT IT IS EXACTLY THE KIND OF PROJECT YOUR COMMITTEE HAD IN MIND WHEN YOU DRAFTED ISTEA. I WOULD APPRECIATE YOUR CONSIDERATION AND YOUR ASSISTANCE NOW.

STATEMENT OF RAYBURN CADWALLADER

Ohio's Remarks

Subcommittee Hearing

Surface Transportation

March 15, 1994

We are delighted to have this opportunity to meet with your Sub-Committee and briefly discuss the Great Lakes Mid-Atlantic Corridor-Ohio segment, as designated in the Intermodal Surface Transportation Efficiency Act of 1991. You are to be commended for this far reaching legislation and its positive impact on our Country.

This Act, however, is only as important as the implementation of it. A plan is wasted effort if it lies on the shelf.

In Ohic, the Ohio Department of Transportation (ODOT) has been hard at work completing its long range plans for intermodal transportation. The first stage of this plan "Access Ohio" was completed with the final document being distributed in late 1993. It investigated all modes of people and product transportation on land, water and air and how these various modes correlate with national and contiguous State planning. This study, at a cost of more the $2,000,000 is divided into two elements. The macro phase identified the I-73/74 Corridor as important to the future transportation/economic needs of Ohio. The second stage, the micro study, will investigate each corridor and how multimodal elements can be coordinated.

Our Governor, George Voinovich, recognizes the significance and wholeheartedly endorses the Ohio part of the Corridor as being

critical to the continued improvement of Ohio's infrastructure and economy. This becomes especially significant as Ohio and other States embark on positive steps within the NAFTA Accord.

Many segments of the Corridor are already in the Ohio State Transportation Improvement Program (STIP) now before the Federal Highway Administration. Implementation of development will expedite improvements to complete the Corridor as a single highway.

Various cities and villages through which this Corridor passes have passed resolutions of endorsement including Toledo, Cincinnati, Columbus, Portsmouth, Waverly, Chillicothe, Circleville, Delaware, Marion, Fostoria, Oregon, Mariemont, Fairfax and Sylvania. All 23 counties through which the Corridor passes have also endorsed it. As of 1993, all Congresspersons through whose Districts it passes have endorsed the Corridor.

Another important result of the 1991 ISTEA which has occurred in Ohio by perpetual recognition of Turnpike Commissions is the positive relation between the Ohio Turnpike Commissions is the positive relation between the Ohio Turnpike Commission (OTC) and ODOT. They are cooperating in ways that make many in the private sector delighted. Governor Voinovich delegated the responsibility for implementation of the Corridor to the OTC which is about to commence feasibility studies of the Corridor. This bodes well for future transportation development in Ohio.

We have worked closely with our neighboring States of Michigan and West Virginia to make certain that the interstate connecting point are well coordinated. These decisions are now on the three States' respective agendas and appear to have consensus within the

respective Departments of Transportation.

We will be happy to answer any questions within our capabilities.

Respectfully Submitted,

Rayburn Cadwallader
Executive Director
Great Lakes Mid-Atlantic Corridor Committee

Frank Gerlach
Mayor of Portsmouth and Chairman
Great Lakes Mid-Atlantic Corridor Committee

Robert Farrington
Executive Secretary
Ohio Building Trades Council and Treasurer
Great Lakes Mid-Atlantic Corridor Committee

Thomas E. Louis
International Union of Operating Engineers and Member
Great Lakes Mid-Atlantic Corridor Committee

STATEMENT OF PAUL COLE

West Virginia's Remarks

Subcommittee Hearing

Surface Transportation

March 15, 1994

Thank you, Mr. Chairman and members of this important Congressional Committee. Today I bring you a story about the highway that time forgot. United States Highway 52 was once a great American highway, winding its way from Chicago to Huntington, WV through the great bituminous coal fields of Southern West Virginia into Bluefield, and ultimately on to Charleston, South Carolina.

Most of the roadbed and many of the bridges were built in the 1920's and 1930's. Each day in our state, hundreds of giant coal trucks and thousands of personal vehicles converge on US 52 contributing to deterioration and very unsafe conditions on a two (2) lane highway that was built before most of us were born. The safety record on US 52 is deplorable with a fatality rate over the last three years of 5.74, approximately 2 1/2 times the national fatality rate for two lane highways.[1]

Nevertheless, this entire southern West Virginia area encompassing US Highway 52 has been, and continues to be, extremely important to our nation's coal production especially that of clean burning low sulphur coal. Three (3) of the five (5) top West

[1]West Virginia Department of Highway Statistics

Virginia coal producing counties are on US 52 and a fourth is a bordering county. Moreover, a significant amount of additional coal is produced in bordering counties in Kentucky and Virginia which also have some occasion to use US 52. Nearly one seventh (1/7th) of all coal produced in the United States and almost all of the clean burning low sulphur coal produced, comes from this region. In spite of this importance, the area is served largely by secondary roads and US 52, the forgotten highway.

The importance of this area is further evidenced by the fact that the seven (7) counties lying on present US 52 account for nearly twenty percent (20%) of the state's population. Except on either end, there is no access to an interstate quality highway. In 1979 work to replace this highway, so vital to our national interest, got underway with the formation of the Bluefield to Huntington Highway Association. While this initial attempt through the sale of road bonds failed when interest rates rose to 18.5% in November of 1982, the group has continued its mission to bring southern West Virginia into the 21st century. Today, some of the nation's highest unemployment is found along US 52. In the four (4) interior counties, unemployment in October '93 was 11.5%, 16.8%, 17.1%, and 18.8% much higher than our statewide rate of 9.4% or the national rate of 6.4%.[2] Thousands of people with a great work ethic are crying for work. Industry needs these people in a variety of jobs but there is no appropriate highway upon which to travel or to build new industry, only US 52, the highway time forgot.

[2]West Virginia Labor Force Statistics by County

US 52 was appropriately and properly included in the 1991 Surface Transportation Act and desperately needs to be replaced with I-73. No single action by government would do more to improve the economic prospects of this region than the construction of a modern interstate highway connecting our area to the industrial midwest and the south Atlantic coast.

Finally, our own state has taken action. In 1993 the West Virginia Legislature enacted an additional .05 per gallon tax to be used for the twenty percent (20%) matching funds for this type project. Governor Gaston Caperton and the state legislature have both endorsed the Huntington to Bluefeild I-73 route. Moreover, I present to you today hundreds of letters of endorsement from businessmen, civic organizations, state, county, and city officials from throughout the region.

We have paid our dues. Every heavy duty coal truck and tractor-trailer hauling on US 52 has contributed from $12,000 to $18,000 in federal excise tax, an annual highway use tax based on gross weight and a continuing every day fuel tax, all payable into the Highway Trust Fund. All that money paid but no decent highway upon which to run.

We in Southern West Virginia have contributed dearly in terms of money, high unemployment, quality of life and high fatality rate. It is totally appropriate, it is totally fair, and it is vital to our country's long range energy plans that this highway be built. Now is the time for the highway our nation forgot to be replaced by I-73.

I would like to close by sincerely thanking you Congressman Rahall and your committee for the opportunity of meeting with you today.

Paul Cole

Bluefield, WV

Subcommittee on Surface Transportation
Committee on Public Works and Transportation
United States House of Representatives
Rep. Nick J. Rahall, Chairman

MRS. PHYLLIS COLE
MAJOR POINTS IN SUPPORT OF CORRIDOR "H" WEST VIRGINIA

* Corridor "H" was originally established and authorized as part of the Appalachian Regional Commission Highway System in 1965.

* West Virginia, with its rugged topography, was largely bypassed during construction of the interstate highway system, and consequently, the state has been hindered in its efforts to make economic gains.

* The completion of Corridor "H" will help to provide necessary infrastructure for the east-central region of West Virginia and will help to fulfill the promise made by the Federal government to the people of Appalachia almost thirty years ago -- a promise to help provide improved infrastructure that can help part of our country that has been economically disadvantaged.

* West Virginia and Virginia's only common east-west highway is located some 60 to 100 miles south of the proposed Corridor "H".

* The current condition of roads along the proposed path of Corridor "H", which is seeing increasing traffic as a result of the growing tourism industry in that region, does not meet desirable standards for the efficient and safe movement of goods and people.

* Improving the east-west access for this part of the state, and, therefore improving the mobility of West Virginia's people and goods, would open up markets all the way to the East Coast.

* In 1992, West Virginia ranked second in the country in traffic deaths for each 10,000 motor vehicles registered. Traffic deaths in West Virginia can be attributed, in large part, to the sharp curves, steep grades, and narrow pathways of our inadequate mountainous two-lane system of roads.

* Corridor "H" between West Virginia and the Virginia border has been included by the U.S. Department of Transportation as part of the National Highway System. The West Virginia Division of Highways lists Corridor "H" as one of its priority construction projects.

* Corridor "H" can coexist with the rural way-of-life and the environmental resources all West Virginians, and others from across the nation, cherish.

Subcommittee on Surface Transportation
Committee on Public Works and Transportation
United States House of Representatives
Rep. Nick J. Rahall, Chairman

MRS. PHYLLIS COLE
TESTIMONY IN SUPPORT OF CORRIDOR "H", WEST VIRGINIA

Mr. Chairman, I am pleased to testify before you today on the positive contributions that the Appalachian Regional Development Highway System has made in Appalachia, and, more specifically, in my home State of West Virginia. As you know, Corridor "H" was originally established as part of the Appalachian Regional Highway System back in 1965. At that time, a blue ribbon commission was charged with developing a highway corridor network that would fill in the gaps in the interstate highway network, in an effort to bring major highways into economically disadvantaged areas. Appalachia's rugged terrain has made roads very expensive to build. As a result, many of the roads in our State have followed the existing topography -- up the stream valleys and troughs between mountains.

The resulting highway system is characterized by winding roads, with low travel speeds, and long travel distances between points. The roads are also much more unsafe than the average State road elsewhere in the nation, with short sight distances and long, twisting downhill grades that threaten to burn out vehicle brakes. The cost alone of building roads in my State has discouraged commercial and industrial development. In one annual report after another by the Appalachian Regional Commission, highways under construction toward the completion of the

Appalachian Regional Highway System have been cited as the key to an accelerated rate of economic development for the region.

The completion of Corridor "H" from Elkins to Interstate 81 in Virginia is urgently needed. It will provide necessary infrastructure for the region, and will help fulfill the promise first made by the Federal government to the people of Appalachia almost thirty years ago. When it was first authorized in 1965, the corridor system was designed to help a part of our country that was severely economically depressed. As a result of the Appalachian Commission and the infrastructure improvements it has made, a number of Americans are better off, healthier, better educated, and more highly skilled. But the job is not complete.

West Virginia and Virginia's only common east-west highway is located some 60 to 100 miles south of the proposed Corridor "H". Corridor "H" would truly be an important and much-needed part of the region's road system, linking Interstates 79 and 81 with a safe, all-weather, four-lane access highway. As you know, Mr. Chairman, the current condition of roads connecting Elkins to Interstate 81 does not meet desirable standards for the efficient and safe movement of people and goods. I would like to point out that in this part of the State, outdoor recreation is very popular, and the area is rich in opportunities for West Virginia residents and visitors to our beautiful state. Without doubt, improving east-west access for this part of the State, and, therefore improving the mobility of West Virginia's people and

goods, would open up markets all the way to the East Coast, and tourism and recreation opportunities throughout central West Virginia.

But the people of West Virginia cannot do this alone. Roads are very costly in our State because of the topography. But I believe the dollars invested in infrastructure improvement are just that -- an investment. With the improved roads, the products of West Virginia can move faster and more economically to markets. I was encouraged that the segment of Corridor "H" between Weston and the Virginia border was included by the United States Department of Transportation, along with another 1,600 miles of West Virginia highways, as part of the National Highway System. Mr. Chairman, now that the interstate highway system is complete, the task of your subcommittee is to build upon that system and maintain and expand it so it can adequately meet our current and future national transportation needs. There are a number of states, and more particularly, which are unable on their own to build and maintain highways that meet national standards. Therefore, the inclusion of each state's most significant highways in the National Highway System is critically important.

Mr. Chairman, much of the original interstate highway system bypassed the Appalachian region. For highway planners at that time, it was probably easier and less expensive to go around our hills and valleys. However, this disadvantaged our State and the

regions of the State which did not have access to the interstate highway system. This is why it is so vitally important, in this post-interstate era, that the corridors of West Virginia, and particularly Corridor "H", be included in the National Highway System and be given the attention and funding they need and that the Appalachian region deserves.

Mr. Chairman, I want to bring up a point that is very important to me, and that I know is important to you and Chairman Byrd. We often hear that America's roads are safe and getting safer. Unfortunately, however, this is not true in West Virginia, which has one of the highest motor vehicle death rates in the country. In 1992, the State ranked second in the country in traffic deaths for each 10,000 motor vehicles registered. Even though nationally, motor vehicle-related deaths were at their lowest level in more than 30 years, our State saw an increase. We know that the sharp curves, steep grades and narrow shoulders -- not to mention weather -- contribute to the dangers of driving in the Mountain State. The State does what it can to upgrade those roads. I believe that, with the completion of Corridor "H", highway deaths in our State will be reduced. Drivers will choose to drive on the corridors rather than on the more dangerous country lanes.

In conclusion, Mr. Chairman, I respectfully submit that West Virginia has waited long enough. Its roads and the corridor system should be an integral part of the post-interstate highway

construction program. These roads are truly "highways of national significance" which, as part of the National Highway System, will pay immediate dividends in safer travel for West Virginia residents and the many tourists who come to enjoy our State's wonderful sights. This system will also pay dividends for years into the future by improving access within and through the northeast portion of the State. I am sure that we can build a road that is safe, sound, environmentally pleasing, and that we can all be proud of, and that will be an asset to the Appalachian region and to the country.

In support of Corridor H: Submitted by Phyllis Cole

The Honorable John D. Rockefeller, IV, U.S. Senator from West Virginia

The Honorable Bob Wise, Congressman from West Virginia

West Virginia Agriculture Commission, Gus R. Douglass,

West Virginia State Senator Walt Helmick

West Virginia State Senator Mike Ross

West Virginia State Senator J. M. Mike Withers

W.V. House of Delegate, Representative Harold K. Michael

W.V. House of Delegate, Representative Joe Martin

W.V. House of Delegate, Representative John F. "Jack" Bennett

W.V. House of Delegate, Representative Allen V. Evans

Tucker County Commission

Pendleton County Commission

Taylor County Commission

Grant County Commission

City of Moorefield

City of Parsons

City of Philippi

Town of Hambleton

City of Petersburg

City of Elkins

Tucker County Planning Commission

Garrett County Economic Development Department

Tucker County Chamber of Commerce

D & W Truck Lines, Parsons, West Virginia
Parsons Footwear, Parsons, West Virginia

JOHN D. ROCKEFELLER IV
WEST VIRGINIA

United States Senate
WASHINGTON, DC 20510-4802

February 5, 1992

Dear Tom,

A matter of extreme urgency was brought to my attention today by the West Virginia Department of Highways. The highway involved is Appalachian Corridor H, which connects Interstate 79 in West Virginia with Interstate 81 in Virginia.

It is my understanding from the West Virginia Department of Highways that the Federal Highways Administration has added some requirements to the approval process that will significantly impede the progress of the project. Specifically, the added requirements would make it necessary to have approval from the resource agencies involved in the Environmental Impact Study prior to public involvement.

Corridor H is the highway that will promote long term growth and allow our timber and tourist industry to reach their full potential. Also, this is just the type of project to promote a rapid climb out of the recession that I feel President Bush was referring to in his State of the Union. The funds have been appropriated, and the project is ready to move forward.

Tom, I am asking that you look into the Corridor H situation and see what can be done to ensure that unnecessary additional requirements will not be added that will drive up the cost of the project and significantly slow the progress. Should you have questions or need additional information, please do not hesitate to contact me or Kiena Smith of my staff.

Sincerely,

John D. Rockefeller IV

Dr. Thomas Larson
Administrator
Federal Highways Administration
400 Seventh Street, SW
Washington, D.C. 20590

BOB WISE
3RD DISTRICT, WEST VIRGINIA

COMMITTEES
COMMITTEE ON THE BUDGET
SELECT COMMITTEE ON AGING
GOVERNMENT OPERATIONS
CHAIRMAN, SUBCOMMITTEE ON GOVERNMENT INFORMATION, JUSTICE, AND AGRICULTURE

Congress of the United States
House of Representatives
Washington, DC 20515-1803

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1421 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-1803
(202) 225-2711

DISTRICT OFFICE:
187 PENNSYLVANIA AVENUE
CHARLESTON, WV 25302
(304) 342-5170

January 4, 1993

Mr. Fred VanKirk
Commissioner
Division of Highways
W. V. Department of Transportation
State Capitol Complex, Building Five
Charleston, WV 25305

Dear Commissioner VanKirk:

As the West Virginia Highway Division begins its series of public hearings on Appalachian Corridor H, I would like to take this opportunity to summarize my thoughts and outline my position on this critically important project.

Currently the Highway Division is receiving public comments on the Environmental Impact Statement (EIS) for Corridor H, principally regarding the specific routing of this road. We have seen coalitions develop to advocate one routing or another, but I must say that if Corridor H is just a battle over which route to take, we will have squandered a rare opportunity to address the transportation needs of the entire region through which Corridor H will run.

The Corridor H project presents us with the best opportunity in this century for significant economic development in the area stretching from Elkins eastward to Interstate 81. The crucial factor is that whatever routing is chosen for Corridor H, we cannot ignore those areas and communities to which Corridor H will not provide direct access. I believe it is essential to pursue a regional transportation strategy, so that the routing for Corridor H is considered along with the need to upgrade existing roads and to provide feeder roads to serve the needs of the entire region.

I drive more than 800 miles a week through the new Second Congressional District, so no one should question my commitment to getting this road built. Corridor H is going to affect the region profoundly regardless of what specific routing is chosen. What some might not realize, however, is how important it is to get moving on this project right away. Finishing Corridor H will cost $1 billion or more, so the decision over the specific routing should be made as soon as possible while we still have a window of opportunity to get this highway built. The most important thing I can do is to fight in Congress to preserve the Appalachian Regional Commission, under which this road is authorized, and to assist Senator Byrd in ensuring adequate funding for the project.

I fully support the process of public involvement set up by the Highway Division and I am encouraging all interested parties to get involved during this period. Every group ought to take their best shot so that when the decision is finally made, everyone understands that they had a full opportunity for input, and also that the decision was based on the best possible information. Each group has a favorite routing for Corridor H, but once the decision is made I believe most people will support this road wherever it goes because of the benefits it will bring to the entire region.

In summary, I believe the only way to make Corridor H work is to address the transportation needs of the entire region. I would like the Highway Division to make the commitment to upgrade existing roads and to provide new feeder roads so that Corridor H is part of a regional transportation strategy in which no area or community is left out. Corridor H itself will provide some benefits, but we cannot realize its full potential unless the other roads in the region are also improved.

I look forward to working with you on this regional approach to the Corridor H project. Please feel free to call upon the resources of my office if there is anything I can do to assist you.

Very truly yours,

Bob Wise
U.S. Representative

BW:reg

re. H

Gus R. Douglass

Grimms Landing, West Virginia

DEC 1 1 1992

W. VA. DEPT. OF HIGHWAYS
OFFICE ENGINEER DEVELOPMENT

December 4, 1992

Mr. Fred VanKirk
Acting Commissioner
Division of Highways
State Capitol
Charleston, WV 25305

Dear Fred:

I note that your Division is now receiving comments on the location of Corridor H in the Eastern Panhandle of West Virginia. I understand you have proposed both a nothern and southern route. I urge your favorable consideration of the southern route which will pass in close proximity to the South Branch Valley or more especially the Cities of Moorefield and Petersburg. As you are aware, these are established industrial complexes with a high volume of heavy truck traffic. I expect this area would continue to expand the job developing industry which will benefit the entire area.

I feel the northern route would be most advantageous to the bedroom community that is developing in Hampshire and Morgan Counties. Certainly the major consideration must be economic development. I would further recommend that consideration be given starting at the border of Virginia and work its way back into the Parsons area. No doubt you have already verified the fact that most of the heavy truck traffic moving poultry and wood products is headed toward Interstate 81.

Your favorable consideration will be greatly appreciated.

Sincerely,

Gus R. Douglass
Commissioner-Elect

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CORRESPONDENCE & CENTRAL FILES

GRD:sah

cc: Mr. ~~Edward~~ Elwood Williams
Mr. Ralph Hitt

The Senate of West Virginia
Charleston

MEMORANDUM

WALT HELMICK
1105 10th Avenue
Huntington 25864-1337

COMMITTEES:
Military (Chairman)
Banking and Insurance (Vice Chairman)
Agriculture
Energy, Industry and Mining
Finance
Natural Resources

TO: Senator Robert Byrd/Suzanne
FROM: Senators Walt Helmick and Mike Ross
DATE: March 15, 1994

This correspondence is written in reference to the completion of Corridor H. This is of utmost importance for eastern and central WV, and will, in fact, help the economic potential for all eastern United States.

Senator Ross and I have supported the completion of this highway for the past several years and still continue to do so. As we become more and more involved in the operation of state government in West Virginia , we realize the importance of this project being completed. The completion of this road will bring a quality of life that has not been enjoyed by many of our residents.

In conclusion, it is of the utmost importance that Corridor H be completed for the future of West Virginia.

Sincerely,

Walt Helmick
Senator Walt Helmick

Mike Ross
Senator Mike Ross

The Senate of West Virginia
Charleston

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February 19, 1993

J. M. MIKE WITHERS
Route 2, Box 328A
Grafton 26354

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WAY DESIGN DIVISION
WV DIVISION OF HIGHWAYS

COMMITTEES:
Education
Energy, Industry and Mining
Finance
Labor (Vice Chairperson)
Natural Resources
Pensions

The Honorable Fred Van Kirk
Commissioner
WV Division of Highways
Building 5, Room 122
1900 Kanawha Boulevard East
Charleston WV 25305-0430

Dear Commissioner VanKirk:

As you know, I have a great interest in the selection of a route for "Corridor H" between Elkins and I-81. In my capacity as chairman of the executive committee for the "North for Corridor H Alliance" I attended most of the public meetings and public hearings that were held on this issue.

My comments were recorded at the public hearings. This letter is intended to serve as an addendum to my earlier comments.

The Appalachian corridor system was conceived as an instrument of economic development. As an elected official, I do not think I am stretching the original intent of Congress if I add to this statement by stating that Corridor H should serve as an instrument of economic development for the citizens of the affected region. I have stated earlier, "It is my belief that roads should be built to serve people." The S.D.E.I.S. makes it abundantly clear that scheme Scheme E1 would serve the most people (WV residents or combined totals of WV and VA). The road should be built to serve the most people, thus making construction of Corridor H more cost effective (on per capita served basis).

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CORRESPONDENCE &
CENTRAL FILES

I would like to quote from S.D.E.I.S.:

> "Schemes D and E would reach the greatest number of population centers and they would intersect more regions identified for growth. Scheme E, and to a lesser extent, Scheme D, would provide the greatest benefit to the social environment by serving the greatest number of West Virginia residents, the greatest number of employed workers, the most potential employees, and the counties with the highest unemployment."

I spoke with Mr. Philip Schucet of Michael Baker, Jr., Inc. about methodology used to arrive at those conclusions. He stated that population figures generally reflected the number of residents of incorporated communities along the routes. He said the unemployment figures were on a county basis. With this in mind, I tried to objectively compare the number of people served by various routes.

It is obvious that all routes would serve the community of Elkins (pop. 7,420, 1990 census). Elkins' population represents sixty-one percent of residents served by the southern route. When Elkins' numbers (pop.) are removed, one finds that Scheme A only serves another 4,710 West Virginia residents. If we remove Elkins' population from Scheme D, we have 8,115 remaining to be served along the route. If we examine Scheme E, one finds it serves 11,963 West Virginia residents, excluding Elkins (pop.).

Using simple mathematical calculations, it is easy to see that Scheme E should serve two and one-half times more West Virginia residents (excluding Elkins) than served by Scheme A (excluding Elkins). Scheme El would serve 1.47 times more West Virginia residents (excluding Elkins) than Scheme D (excluding Elkins).

It has come to my attention that Scheme D is receiving strong consideration as a compromise between opposing factions. If that is true, I would like to make comments on that decision.

Having attended most public hearings and conversing with friends who were in attendance at the ones I missed, I rarely heard mention of Scheme D. The vast majority of comments made either favored the most northern route E or southern routes such as "A". To choose Scheme D would make a mockery of the public hearing process.

While Scheme D may appear, in some opinions, to be a good compromise, while it satisfies some environmental concerns and placates those interested in helping the poultry industry around Moorefield, I would point out deficiencies in this idea. It does nothing to provide economic help for the more numerous population

in Mineral and Hampshire counties. The state of West Virginia has helped subsidize the South Branch Railroad for many years. Now it is time to give another more populated region the chance for economic stimulus by building along Scheme E.

In closing, I would like to thank the Division of Highways for the time they have taken in considering this most important project and give recognition to the profeswsional manner in which the public hearings and meetings were conducted by Division employees.

Sincerely,

J. M. Withers

JMW:cfb

82-614 O - 94 - 9

HOUSE OF DELEGATES
WEST VIRGINIA LEGISLATURE
BUILDING 1, ROOM M-212
1900 KANAWHA BLVD., EAST
CHARLESTON, WV 25305-0470
PHONE (304) 340-3200

HAROLD K. MICHAEL, Vice Chairman
Committee on Government Organization
P. O. BOX 309
125 S. MAIN STREET
MOOREFIELD, WV 26836
PHONE (304) 538-6415

Other Committees:
Banking & Insurance

15 March 1994

Mr. William G. Hartman
West Virginians for Corridor H
P.O. Box 2387
Elkins, WV 26241

Dear Bill:

This letter is to confirm my continued support for the construction of the Corridor H highway from Elkins, West Virginia, to Strasburg, Virginia.

While there are a multitude of reasons why this highway needs to be built, the number one reason has to be for the safety of our citizens. Where the corridor roads are in operation, traffic fatalities have decreased almost two-thirds. This is particularly significant to me when you consider that Hardy County has one of the highest traffic fatality rates in the United States. Also, there will be a major reduction in injuries related to traffic accidents.

The number one priority to save lives and reduce injuries in West Virginia is the completion of the Corridor H highway. I thank Senator Robert C. Byrd for all he has done for the citizens of West Virginia.

Sincerely,

Harold K. Michael

HOUSE OF DELEGATES
WEST VIRGINIA LEGISLATURE
STATE CAPITOL — PHONE (304) 340-3200
CHARLESTON 25305
JANUARY 4, 1993

HAROLD K. MICHAEL
P. O. BOX 308
125 SOUTH MAIN STREET
MOOREFIELD, WV 26836
PHONE (304) 538-6615

Committees:
Agriculture & Natural Resources
Banking & Insurance
Government Organization

STATEMENT REGARDING CORRIDOR H

THE ORIGINAL CONCEPT FOR THIS ROAD WAS TO PROVIDE LINKAGE FROM I 79 NEAR WESTON TO ROUTE 66 NEAR STRASBURG VIRGINIA. THE APPALACHIAN REGIONAL DEVELOPMENT ACT OF 1965 STATES:

> "THIS SYSTEM WOULD BE DESIGNED TO PROVIDE ACCESS TO THE PRESENTLY ALMOST INACCESSIBLE SUBREGIONS OF APPALACHIA. THESE HIGHWAYS, WHILE THEY WOULD EASE THE TRAFFIC CONGESTION IN SOME PARTS OF APPALACHIA, WILL NOT BE CONSTRUCTED WITH THAT PARTICULAR OBJECTIVE IN MIND. THEY WILL RATHER BE BUILT AS INSTRUMENTS OF ECONOMIC DEVELOPMENT".[SDEIS PAGE I-1]

THE APPALACHIAN REGIONAL COMMISSION ESTABLISHED THE LOCATION OF CORRIDOR H TO BE THIS SAME ROUTE. THIS WAS DONE BECAUSE IT WAS THE MOST LOGICAL, COMMON SENSE ROUTE. AFTER PUBLIC HEARINGS IN JUNE AND JULY OF 1981, THE WV DEPARTMENT OF TRANSPORTATION SELECTED SCHEME A [THE SOUTHERN ROUTE] AS THE PREFERRED ALIGNMENT.[PAGE I-6 & 8]

IN AUGUST 1990, THE WV DEPARTMENT OF HIGHWAYS AGREED TO DO A SUPPLEMENTAL STATEMENT AND THE NUMBER ONE REASON GIVEN FOR THIS WAS THEIR DESIRE TO EVALUATE THE POSSIBILITY OF A NEW SUBSCHEME ALONG SCHEME A THAT WOULD AVOID THE SECTION 4 [F] RESOURCES OF THE MONONGAHELA NATIONAL FOREST'S SPRUCE KNOD/SENECA ROCKS NATIONAL RECREATION AREA.

SO IN 1965, 1981 AND 1990 THE PREFERRED ROUTE WAS THE SOUTHERN ROUTE. THE REASONS IN FAVOR OF THE SOUTHERN ROUTE HAVE BEEN TRUE FOR ALMOST 30 YEARS. WHY CHANGE NOW? I REGRET THAT THE SELECTION PROCESS HAS TAKEN A POLITICAL TURN WITH INDIVIDUAL SELF INTEREST AND POLITICS TAKING PRIORITY OVER THE NEEDS OF THE PEOPLE. THIS SHOULD NOT BE A POLITICAL DECISION--IT QUITE SIMPLY SHOULD BE BASED ON WHAT IS BEST FOR THE CITIZENS OF THIS AREA AND FOR THE ENTIRE STATE.

ALMOST THIRTY YEARS HAVE PASSED AND WE ARE STILL HAVING TO TESTIFY FOR A ROAD THAT SHOULD HAVE BEEN BUILT A LONG TIME AGO TO LINK US TO THE REST OF WEST VIRGINIA, TO PUBLIC HEALTH CARE, EDUCATION, EMPLOYMENT AND RECREATION.

THERE ARE THOSE WHO ADVOCATE UPGRADING OF EXISTING ROADS AS AN ALTERNATIVE TO BUILDING A NEW HIGHWAY THINKING IT COULD BE DONE EASIER AND AT LESS EXPENSE. I DISAGREE FOR THE FOLLOWING REASONS:

1. EXISTING ROADS ARE APPROXIMATELY 20-24 FEET WIDE FOR 2 LANES OF TRAFFIC WITH NO CONTROL OF ACCESS, RESTRICTED SIGHT DISTANCE, POOR INTERSECTION DESIGN, POOR HORIZONTAL ALIGNMENT, VARIABLE SHOULDER WIDTH [IF THERE IS ANY SHOULDER!] AND OBSTRUCTIONS CLOSE TO THE PAVEMENT EDGE.[I-24]

2. EXISTING ROADS HAVE BEEN DEVELOPED OVER MANY YEARS WITH HOMES, BUSINESSES ETC CLOSE TO THE ROADWAY. RIGHT OF WAY PURCHASES WOULD BE PROHIBITIVE TO OBTAIN IN TERMS OF COST AND THE HIGH NUMBER OF RELOCATIONS.

3. SUCH A ROAD WOULD NOT ALLOW FOR THE PROJECTED INCREASE IN TRAFFIC OVER THE NEXT SEVERAL YEARS.

4. THREE LANE ROADS & PASSINGS LANES ARE HELPFUL COMPARED TO TWO LANE ROADS BUT ARE STILL EXTREMELY HAZARDOUS DUE TO THE INCREASED NUMBER OF HEAD ON COLLISIONS AND FATALITIES.[II-3 - 5]

THERE HAS BEEN A LOT OF TALK ABOUT THE ENVIRONMENTAL PROBLEMS ASSOCIATED WITH ANY OF THE ROUTES PROPOSED. SOME SAY IF THE SOUTHERN ROUTE IS CHOSEN, THE SO CALLED ENVIRONMENTAL GROUPS WILL ATTEMPT TO TIE THE PROJECT UP IN THE COURTS. THOSE OF US WHO FAVOR THE SOUTHERN ROUTE FEEL VERY STRONGLY THAT IF THE NORTHERN ROUTE WERE SELECTED THE SAME GROUPS WILL FIND IT EASIER TO KILL BECAUSE OF THE SCARCITY OF REASONS TO JUSTIFY IT BEING BUILT AT ALL. PROBLEMS WITH THE WETLANDS AND THE CLOSENESS TO ROUTE 68 ARE TWO MAJOR REASONS WHY IT MAKES NO SENSE TO BUILD IT THERE.

THE SOUTHERN ROUTE IS MUCH MORE CENTRALLY LOCATED AND OPENS UP THE WEST VIRGINIA EAST-WEST TRADE ROUTE. THERE ARE 8 INDUSTRIAL PARKS IN THE REGION AND 6 OF THEM WOULD BE DIRECTLY SERVED BY THE SOUTHERN ROUTE. IN ADDITION, HARDY COUNTY HAS ACQUIRED LAND FOR A THIRD INDUSTRIAL PARK AND PENDLETON COUNTY WILL BE DEVELOPING AN INDUSTRIAL PARK IN THE UPPER TRACT AREA. SO WITHIN THE NEXT YEAR, 8 OF THE 10 REGIONAL INDUSTRIAL PARKS WILL BE DIRECTLY SERVED BY THE SOUTHERN ROUTE.

WHY NOT BUILD THIS ROAD WHERE IT CAN AND WILL DO THE MOST GOOD--TO ALLOW FOR THE CONTINUED GROWTH OF EXISTING BUSINESS ALREADY IN THE AREA AND FOR NEW COMMERCE TO BE ATTRACTED TO THE AREA. IN SPITE OF OUR LIMITED TRANSPORTATION ACCESS, THIS SECTION HAS DONE VERY WELL. THE STATE NEEDS TO CONSIDER HOW MUCH MORE WE CAN

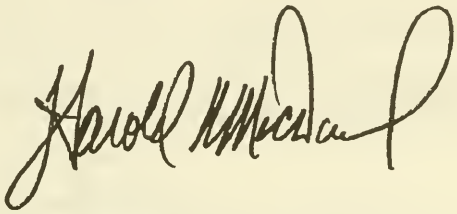
DEVELOP IF WE HAD GOOD SAFE ROADS--THIS WOULD BE A BOON FOR THE STATE'S ECONOMY.

PENDLETON AND HARDY COUNTIES HAVE VERY LOW UNEMPLOYMENT RATES [IF NOT THE LOWEST]. IT REFLECTS OUR CITIZENS' DESIRE TO WORK AND PRODUCE A LIVING BASED ON A DEPENDABLE AND MARKETABLE PRODUCT.

TO ME THE MOST IMPORTANT REASON TO BUILD THIS ROAD IS TO MAKE OUR HIGHWAYS SAFER. THE USA TODAY ARTICLE OF SEPTEMBER 5, 1990, LISTS HARDY COUNTY AS THE 52ND HIGHEST IN TRAFFIC FATALITIES PER CAPITA IN THE ENTIRE COUNTRY. THIS IS NOT AN HONOR. WITH THE INCREASED TRUCK TRAFFIC ON A TREACHEROUS MOUNTAIN ROAD THESE NUMBERS WILL ONLY GET WORSE.

IN THE AREAS OF WEST VIRGINIA THAT HAVE COMPLETED THE APPALACHIAN CORRIDORS THE TRAFFIC FATALITIES HAVE BEEN REDUCED BY 58%. WHAT MORE IMPORTANT REASON CAN THERE POSSIBLY BE FOR THE CONSTRUCTION OF THIS HIGHWAY THAN FOR THE SAFETY OF OUR FAMILIES.

A CHAIN IS ONLY AS STRONG AS ITS WEAKEST LINK--CORRIDOR H IS THE MISSING LINK WEST VIRGINIA NEEDS TO PROVIDE THE STRONGEST POSSIBLE CHAIN OF HIGHWAYS TO PROMOTE COOPERATION AND UNITY WITHIN OUR BORDERS.



HOUSE OF DELEGATES
WEST VIRGINIA LEGISLATURE
STATE CAPITOL, ROOM 213, EAST WING
1900 KANAWHA BLVD., EAST
CHARLESTON, WV 25305-0470
PHONE (304) 340-3192

JOE MARTIN, Chairman
COMMITTEE ON GOVERNMENT ORGANIZATION
P O BOX 884
ELKINS, WV 26241
PHONE (304) 636-0000

Other Committees:
House Rules

15 March 1994

The Honorable Robert C. Byrd
United State Senate
311 Hart Senate Office Building
Washington, DC 20510-4802

Dear Senator Byrd:

Just a note to update you on how the construction of Corridor H, which you have supported, has already helped to save the lives of our West Virginia citizens.

Even though the entire Corridor (from Elkins to Strasburg) is not yet completed, fatalities from traffic accidents have been reduced by two-thirds on the sections that are already in operation.

These numbers show that, as expected, the construction of the corridor will not only assist in the expanded growth and economic development of the region, it will also aid in keeping our West Virginians safe while they travel through our mountains.

I am steadfast in my support of the completion of Corridor H. My sincere thanks for your unstinting efforts to make West Virginia a better place to live for all her people.

Very truly yours,

Joe Martin

RECEIVED
FEB 18 1993
ROADWAY DESIGN DIVISION
WV DIVISION OF HIGHWAYS

HOUSE OF DELEGATES
WEST VIRGINIA LEGISLATURE
BUILDING 1, ROOM M-212
1900 KANAWHA BLVD., EAST
CHARLESTON, WV 25305-0470
PHONE (304) 340-3200

DV (thru FHW) for
Please reply for
CC signature.
2-18-93
cc: CC

JOHN F. "JACK" BENNETT
P. O. BOX 308
RT 2, CARLSON HGTS.
GRAFTON, WV 26354
PHONE (304) 265-3072

Committees:
Education
Political Subdivisions
Roads & Transportation

February 16, 1993

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FEB 18 1993
ROADWAY DESIGN DIVISION
WV DIVISION OF HIGHWAYS

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FEB 17 1993
DIVISION OF HIGHWAYS
CORRESPONDENCE &
CENTRAL FILES

Fred VanKirk
WV Department of Highways
Capitol Complex
Charleston, WV 25305

Dear Mr. ~~Vankirk~~ Fred:

On behalf of the constituents of the 42nd Delegate District I express support for the Northern Route of Corridor H.

The reasons for our support of the Northern Route are:

1.) Infringing on the Monongahela National Forest and other recreational areas would be least effected by going the Northern Route. There are many benefits already derived from these sources and the Northern Route would disturb them the least. We need to improve these tourism attractions and develop the highway.

2.) Due to the fact that the Northern Route would go through a more populated area, it would have an immediate effect on more people. This would benefit these people almost immediately, thus impacting economic development at the onset of the project.

3.) Due to the fact that it would travel through a more populated area it would also have a dramatic effect on the unemployment rate of this depressed economic area.

4.) Due to the fact that the Northern Route of Corridor H would have an immediate impact on the social economic condition of the region it would also benefit the State of West Virginia with Economic Development for the future. We feel that the

prefers interim mail, April through December at home address

Northern Route would have the most dramatic impact in our recruitment of business in rural Northern West Virginia.

Thank you for your time and consideration of this matter.

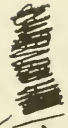
Sincerely,

John F. "Jack" Bennett

JFB:lgh

Corr H
Tucker County Comm

Tucker County Commission
215 First Street
Parsons, West Virginia 26287
TDD 911 / 478-2121



DV (Hamilton HD) prepare reply for Fred.
CLM 11-12-93

November 8, 1993

RECEIVED
NOV 15 1993
W. VA. DEPT. OF HIGHWAYS
CHIEF ENGINEER DEVELOPMENT

w. cc

Mr. Charles L. Miller, P.E.
Secretary of the West Virginia
Department of Transportation
1900 Kanawha Blvd. East, Bldg. 5
Charleston, WV 25305

Dear Miller,

It has come to my attention that the various alignment scenarios for Corridor H are currently being reviewed by resource agencies and will be presented to the public in December. Given the extreme sensitivity surrounding the alignment of Corridor H within Tucker County, I am requesting that the Tucker County Commission be represented in any decision or action by the West Virginia Department of Highways.

I understand that both NEPA (40 CFR 1501.6 and 1508.5) and ISTEA (Section 135 (f) (3)) serve as supporting legal authority to include the Tucker County Planning Commission as a formal participant in the Corridor H FSEIS process as a cooperating agency.

As you know, the construction of Corridor H is a key component of Tucker County's economic future. To continue to put forward our best efforts to promote the highway, I feel that it is imperative that the Tucker County Commission have input in the decision making process and be totally informed as to why certain decisions were made.

Sincerely,

G. DEWEY RICE, JR.
President, Tucker County Commission

GDR/ms

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1993
DIVISION OF HIGHWAYS
CORRESPONDENCE &
CENTRAL FILES

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NOV 10 1993
DEPT. OF TRANSPORTATION

PENDLETON COUNTY COMMISSION
BOX 197
FRANKLIN, WEST VIRGINIA 26807

(304) 358-7573

COMMISSIONERS
Jeffrey E. Holt, President
[illegible]
S. Thomas Mitchell
Jack C. Wilkins

ADMINISTRATIVE SECRETARY
Ruth M. Shrader

March 15, 1994

The Honorable Robert Byrd
Rm. 133, Russell Building
Washington, DC 20540

Re: Corridor H

Dear Senator Byrd:

The Pendleton County Commission is in full support of the construction of Corridor H.

We appreciate your support of this project and encourage your continued efforts to complete the Corridor H project.

Sincerely,

Pendleton County Commission

PCC:rms

COUNTY COMMISSIONERS
~~CHARLENE WITHERS, PRESIDENT~~
JAMES A. KINSEY
THOMAS R. SPADAFORE
Tony J. Veltri

COUNTY COMMISSION, TAYLOR COUNTY, WEST VIRGINIA

CLERK
NANCY VIRGINIA FOWLER

JAN 29 1993
HWY DESIGN DIV.
W. VA. DIV. OF HIGHWAYS

January 22, 1993

Mr. Fred VanKirk
WV Division of Highways
State Capitol Complex, Bldg. 5
Charleston, WV 25305

Dear Mr. VanKirk:

At a regular meeting of the Taylor County Commission held on December 17, 1992, the following action was taken: "A motion was made by James A. Kinsey seconded by Charlene Withers to approve Resolution to endorse Northern route of Corridor H. Motion Carried Unanimously."

We feel that the Northern Route could be constructed at a cost savings to tax payers and would serve the greatest number of West Virginia residents.

Sincerely yours,
TAYLOR COUNTY COMMISSION

James G. Kinsey

James A. Kinsey, President

RECEIVED
WV DEPT OF HIGHWAYS
93 JAN 25 AM 10:57
CORRESPONDENCE &
CENTRAL FILES

this area, that their livelihoods must be considered. President Clinton has spoken time and again about investing in the future. We must begin now by investing our capital where it will be most beneficial for the future of West Virginia and that, my friend, is the Southern Route.

Sincerely,

James Fletcher
President

COUNTY COMMISSION OF GRANT COUNTY

5 Highland Avenue, Petersburg, West Virginia 26847
Telephone: 257-4422

COMMISSIONERS:
G. W. "Bill Deadrick, Jr.
Petersburg, West Virginia
A. E. "Mike" Kessel
Burlington, West Virginia
Robert F. Bliss
Cabins, West Virginia

March 15, 1994

Mr. William G. Hartman
West Virginians for Corridor H
P O Box 2387
Elkins, WV 26241

Re: Position on Corridor H

Dear Mr. Hartman:

I would like to take this opportunity to reinforce the position of the County Commission of Grant County as it pertains to Corridor H. The County Commission has maintained that the need for Corridor H exists and wholly supports the construction. We continue to believe that Corridor H represents the window of opportunity for economic development for the counties of West Virginia through which it is proposed to be constructed. Throughout the public hearing phase, we have presented our position on this matter.

The selection of Scheme D5 as the preferred option has not changed our support for the highway. The proposed scheme will provide for economic opportunities for the Petersburg area as well as the Mountaintop area of Grant County. We have recently lost employment opportunities in the Bayard and Mt. Storm areas and lost a manufacturing operation in Petersburg. The loss of the Petersburg operation was a direct result of the lack of a modern highway system serving the valley.

We fear that we are in jeopardy of loosing even more employment opportunities for our residents if Corridor H is not constructed. We believe that this section of the State of West Virginia, due to the proximinity to the Washington, Baltimore and Richmond metropolitan areas, represents an excellent opportunity for economic growth if afforded the opportunity that Corridor H represents.

Thank you for your continued support of Corridor H. With kind personal regards, I remain,

Sincerely,

George Wm. Deadrick, Jr.
President

Town of Moorefield
206 WINCHESTER AVENUE, MOOREFIELD, WEST VIRGINIA 26836
304-538-6142

March 15, 1994

The Honorable Robert C. Byrd
United States Senate
311 Senate Hart Office Building
Washington, D.C. 20510-6025

Dear Senator Byrd:

On behalf of Mayor Sager and the Moorefield Town Council, I wish to relay their wholehearted support for the proposed Corridor H project. With the economic growth which Moorefield and Hardy County are experiencing, the building of a major transportation highway is a top priority to our community and area.

With the recent expansion by Wampler-Longacre in which they added 800 additional jobs, the number of persons coming into Moorefield each day to work is greater than the entire population of our town which is 2148. Our traffic problems within the city have become our major concern. The building of Corridor H is also very important to the building of a bypass for Moorefield. The bypass would allow our industries an alternate route around Moorefield and, if built in conjunction with Corridor H, give the industrial traffic access to a major four lane highway. We are at least fifty to fifty-five miles from any major four lane highway and there is no way out of this area except over very mountainous terrain. This entire area of West Virginia can only benefit from this much needed highway which we have looked forward to for years.

We wish to compliment you on your fine efforts on behalf of the people of West Virginia and extend our sincere appreciation for your committment to this project.

Sincerely,

Phyllis J. Sherman
Recorder

Town of Moorefield
206 WINCHESTER AVENUE, MOOREFIELD, WEST VIRGINIA 26836
304-538-6142

APR - 7 1993
ROADWAY DESIGN DIVISION
WV DIVISION OF HIGHWAYS

April 1, 1993

Mr. Fred VanKirk, Commissioner
WV Division of Highways
State Capitol Complex, Bldg. 5
Charleston, WV 25305

Dear Fred,

I have been trying to find the time to write to you since the routing of Corridor H was determined, but I have been extremely busy with my insurance office and my duties as Mayor.

I want you to know that we are very appreciative of your efforts and all others who chose the route bringing Corridor H through Moorefield. As you know, I supported the Southern Route, but the chosen route was certainly our second choice as it still came through Moorefield.

In looking at all of the statistics on the three routes, this one does seem to have the most advantages, and also it seems to satisfy the environmentalists the best. With good feeder roads, it will greatly help all of the counties and towns in our area. It will open up a large area of the state, and best serve the needs of our greatly increased traffic flow due to expanding commercial trucking and heavy tourist traffic. Our traffic flow is increasing at an incredible rate. Also with all the new businesses that I mentioned to you in my last letter, they are drawing a lot of increased traffic flow. Fred this area is getting unbelievable.

In attending meetings where you were present, I got the strong feeling from your remarks that you were going to start on this end of the corridor since this area really needs it the most, then fill in from here back to Elkins. I hope and pray that you do start on this end first Fred, because the heaviest flow of traffic is here and you are quite familiar with our traffic flow and know what I mean. It would be a great help if you could start at Moorefield and go to Strasburg. Or start at Moorefield and Strasburg and meet in the middle. Our traffic problems are horrible now as you know, so you can imagine what they will be by 1995. It would certainly make good sense to start here Fred and hope you will do so.

Again, I can not thank you enough for all of your support in bringing Corridor H through Moorefield. We greatly appreciate everything that you have done for us and are continuing to do for us.

Please find enclosed an article that appeared in the Grant County Press. The folks in Petersburg are happy too.

Sincerely,

LaMar

T. LaMar Sager, Mayor
Town of Moorefield

CORRIDOR H

JAN 2 1993

WV DIVISION OF HIGHWAYS

RESOLUTION - CORRIDOR H DESIGNATION - Council Minutes January 5, 1993

At a regular session of the City of Parsons, held on the 5th of January, 1993, the following order was made and entered:

SUBJECT; The position of the City of Parsons in regard to the proposed northern route for Corridor H. The following resolution was offered by Charles Filler:

WHEREAS, the City of Parsons, situated in Tucker County, near the proposed northern route of Corridor H, is in need of infrastructure improvement,

WHEREAS, the proposed northern route of Corridor H is in compliance with the approved Tucker County Comprehensive Plan,

WHEREAS, the proposed northern route of Corridor H is more cost effective, with less environmental impact, and overall would be on a better grade, having fewer ridges/valleys to traverse,

WHEREAS, the proposed northern route of Corridor H would greatly enhance the emerging tourist industry and aid in the birth and development of other industry in Tucker County,

WHEREAS, the Corridor System is by design a key infrastructure improvement to aid economically depressed regions within the State and

WHEREAS, the proposed northern route of Corridor H would reach the greatest number of population centers and intersect more regions identified for growth,

BE IT THEREFORE RESOLVED that the governmental body of the City of Parsons, in representation of the general population of said town, stand, united by unanimous vote, in support of the proposed northern route of Corridor H.

The adoption of the foregoing resolution having been moved by Charles Filler, and duly seconded by Sam Blosser, with unanimous vote in favor of the Resolution.

Whereupon, Earl Delaney, Mayor, declared said resolution duly adopted, and it is there adjudged and ordered that said resolution by, and the same is, hereby adopted as so stated above, and the Mayor is authorized to fix his signature hereto to be forwarded to Mr. Fred Vankirk, West Virginia Division of Highways, for the purpose of making known the position of the City of Parsons in regard to the proposed northern route of Corridor H.

Earl Delaney, Mayor

Mary Moore, Recorder

RECEIVED
JAN 21 1993

The City of Philippi

Donald B. Baughman, *Mayor*
Joseph P. Maltaliano, *City Manager*
Doris J. Mundy, *City Clerk*
T.D.D.: 911/457-5167
EOE/EEO

P.O Box 450 Philippi, West Virginia 26416 304/457-3700 Fax. No.: 304/457-2703

February 17, 1993

Fred VanKirk, Commissioner
WV Division of Highways
Building 5, Capitol Complex
Charleston, WV 26305

Dear Commissioner:

I would like to voice my opinion on the proposed Corridor H.

I believe West Virginia's economic problems occur in part, because the State lacks an adequate highway system. If the State is to compete in the 21st Century, a modern highway must be constructed.

I am afraid that you are only hearing from those who have a negative opinion, when it comes to progress. Those who favor Corridor H, I believe, are a much greater percentage than those currently voicing their opinions.

Now is not the time for West Virginians to be complacent. Those in favor of the highway project need to show their support.

Therefore, I wish to be included with those West Virginians who favor the construction of Corridor H.

Sincerely,

Doris J. Mundy
City Clerk

RECEIVED
FEB 23 1993
DIVISION OF HIGHWAYS
CORRESPONDENCE &
CENTRAL FILES

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JAN 8 1993
W. VA. DEPT. OF HIGHWAYS
CHIEF ENGINEER DEVELOPMENT

RECEIVED
ROADWAY DESIGN DIVISION
WV DIVISION OF HIGHWAYS

Copy to Thru HQ Handle NO ATT 1-8-93

CORRIDOR H RESOLUTION

At a regular session of the Town Council of Hambleton, held on the 5th day of January, 1993, the following order was made and entered:

SUBJECT: The position of the Town of Hambleton in regard to the proposed northern route for Corridor H. The following resolution was offered by Mike Griffith:

Whereas, the Town of Hambleton, situated in Tucker County, near the proposed northern route of Corridor H, is in need of infrastructure improvement,
Whereas, the proposed northern route of Corridor H is in compliance with the approved Tucker County Comprehensive Plan,
Whereas, the proposed northern route of Corridor H is more cost effective, with less environmental impact, and overall would be on a better grade, having fewer ridges/valleys to traverse,
Whereas, the proposed northern route of Corridor H would greatly enhance the emerging tourist industry and aid in the birth and development of other industry in Tucker County,
Whereas, the Corridor System is by design a key infrastructure improvement to aid economically depressed regions within the State and
Whereas, the proposed northern route of Corridor H would reach the greatest number of population centers and intersect more regions identified for growth,

Be it therefore **RESOLVED** that the governmental body of the Town of Hambleton, in representation of the general population of said town, stand, united by unanimous vote, in support of the proposed northern route of Corridor H.

The adoption of the foregoing resolution having been moved by Mike Griffith, and duly seconded by Delores Nine, with unanimous vote in favor of the Resolution.

Whereupon, Jim Suesli, declared said resolution duly adopted, and it is therefore ADJUDGED and ORDERED that said resolution by, and the same is, hereby adopted as so stated above, and the Mayor is authorized to fix his signature hereto to be forwarded to Mr. Fred Vankirk, West Virginia Division of Highways, for the purpose of making known the position of the Town of Hambleton in regard to the proposed northern route of Corridor H.

RECEIVED
JAN 08 1993
DIVISION OF HIGHWAYS
CORRESPONDENCE &
CENTRAL FILES

Jim Suesli
Mayor

certified

CITY OF PETERSBURG
P.O. BOX 809
PETERSBURG, W. VA.
26847
(304) 257-4844
Incorporated 1910

MARCH 15, 1994

W. A. HARTMAN
WEST VIRGINIANS FOR
CORRIDOR H
PO BOX 2387
ELKINS WV 26241

Dear Mr. Hartman:

The Mayor, City Council, and Recorder have in the past supported the proposed Corridor H and continue to do so at this time, we are in full support of the Corridor H project.

We feel this highway is essential for our area. For future job security, recreation, and future expansion of new and present business.

Petersburg and surrounding area has an abundance of clean water, choice industrial building locations, rail facilities, and excellent school systems to train workers, but what we lack is a modern four lane highway system so the future businesses can ship in and out of this area.

Your support will be greatly appreciated. Thank you.

Sincerely,

Gillie R. Dodd
Mayor

GRD/jcb

CITY OF ELKINS

Stephen Shepler
Mayor

401 Davis Avenue
Elkins, West Virginia 26241

February 18, 1993

WEST VIRGINIA DIVISION OF HIGHWAYS
State Capitol Complex Building 5
1900 Kanawha Boulevard East
Charleston, WV 25305-0430
Att'n: Mr. Fred VanKirk, Commissioner

Re: Appalachian Corridor H SDEIS Executive Summary; Route recommendation for and potential inaccuracies contained in,

Dear Mr. VanKirk:

We, the Common Council of the City of Elkins, wish to formally endorse the southern route Scheme A1 for Appalachian Corridor H. It is our belief that Scheme A1 will provide the best service to the greatest number of people in the most counties in this area; indeed, it is the only scheme that will serve many of this areas counties. This route is about equidistant from Interstate 68 and 64. We have enclosed a modified copy of the SDEIS Exhibit 2, labeled as our Exhibit A, enhanced to allow a proper appreciation of the impact the Corridor will have in opening our area to economic development.

We also take this opportunity to draw your attention to certain flaws errors and/or omissions in the above referenced Executive Summary:

1. The construction cost estimates are, in many instances, incorrect or misleading. Estimates of construction costs should be reduced for existing highways requiring minimal outlays to incorporate them into Corridor H and other highway work having approved nonCorridor H funding currently in place. As an example, the SDEIS Summary values the cost of construction of the Corridor from Aggregate to Moorefield; however, these figures are erroneous. The correct cost should be from Bowden to Moorefield, because the funding is either approved and in place for new construction or a four-lane road already exists for the area from Aggregate to Bowden. This is but one instance where decisions could be based on totally incorrect cost figures. We strongly urge that all engineering cost estimates be updated and studied for correctness before a final routing decision is made.

2. Impractical and excessively costly schemes and subschemes should be eliminated from consideration to better focus the decision making process.

Telephone (304) 636-1414

3. The entire Summary seems to ignore the existence and location of Interstate 68. The study seems unfairly biased towards the northern schemes. The most frequently used argument is that a northern routing will serve the greatest number of West Virginians; however, the Summary fails to point out the fact that most of these people are within 20 to 30 miles of Interstate 68 and, consequently, now have some superhighway service. Assuming a northern route, the counties of Grant, Hardy, Pendleton, Pocahontas and eastern and southern Randolph will receive virtually no service.

4. The three major schemes under consideration should be superimposed on exhibit 2 of the SDEIS Summary so one can see their location relative to one another and to all other features in the study area such as interstate highways that serve the study area, all county seats and other economic, industrial and recreational points of interest so that the informed reader may see just how the highway affects them.

5. Many of the maps are incomplete, outdated and otherwise less than informative. Among those requiring review are: Existing Land Use, Farm Lands, Surface Waters, Wetlands, Floodplain Involvement Overview, Wild and Scenic Rivers and Historic and Archaeological Resources.

6. The selection of a northern route would place two major east/west highways close to each other leaving a large gap in the north central part of the state, and it would fail to to open up one of West Virginia's prime recreational areas, which is one of the promoted objectives of the Executive Summary.

Very truly yours,

Stephen E. Shepler, Mayor

T. L. Channell, Council

B. Roy, Council

H. R. Elbon, Council

H. R. Scott, Council

J. D. Hammond, Council

H. C. Vance, Council

H. K. Reed, Council

K. S. Vance, Council

G. S. Roberts, Council

T. F. Waller, Council

TUCKER COUNTY PLANNING COMMISSION
P.O. Box 226
Parsons, West Virginia 26287

DV thru A.D. Handley
6-1-93

May 24, 1993

Mr. Fred VanKirk, Commissioner
West Virginia Division of Highways
Capitol Complex
Charleston, West Virginia 25305

RECEIVED
JUN 01 1993
W.VA. DIV. OF HIGHWAYS
ENGINEERING DIVISION

Dear Mr. VanKirk:

The enclosed material was presented to Tucker County Planning Commission for our consideration. The proposal for routing Corridor H around Thomas instead of between Davis and Thomas has, we believe, some merit. We are recommending that you consider this alternative in your new engineering for the highway alinement of Corridor H through Tucker County.

Tucker County Planning Commission has gone on record as supporting Corridor H through Tucker County. We do not want to hinder or delay this highway construction in any way. We are just asking for your department's consideration in this matter.

RECEIVED
JUN 1 1993
W. VA. DEPT. OF HIGHWAYS
CHIEF ENGINEER DEVELOPMENT

Sincerely,

Karen J. Bonner

Karen J. Bonner, President
Tucker Co. Planning Com.

cc: Randolph Epperly, Jr.

RECEIVED
WV DEPT OF HIGHWAYS
93 JUN -1 AM 11:06
CORRESPONDENCE
CENTRAL FILES

REGION 8 PLANNING AND DEVELOPMI

PETERSBURG, WI

February 11, 1993

Fred VanKirk
Acting Commissioner
West Virginia Department of Transportation
Division of Highways
1900 Kanawha Boulevard E.
Building Five
Charleston, West Virginia 25305-0430

Dear Commissioner VanKirk:

As you are aware the Region 8 District (Grant, H ral and Pendleton Counti suffers from a high level of economic distress. E listress can be found in th Region's 10% unemployment rate during 1991 a family income that is only of the national figure. Additionally, 16% of the s in poverty. The continua of these adverse economic conditions is counter d state policy.

The Region 8 Planning and Development Counc of a modern east west hig as one of the greatest constraints to the sound de ac Highlands. In the view the Regional Council, any of the Corridor H rou mitation on our economic growth. The Council believes that Corridor H is important infrastructura project.

The Region 8 Planning and Development Counc vironmental quality, but th concern includes consideration of the economic lents must live. The Regi Council strongly feels that its high physical envir aded by the adverse econ conditions that its residents must face. While an ject may have some shor and mitigatable environmental consequences, th ves that any such impacts the construction of Corridor H will be entirely o conditions for its resident

The Region 8 Planning and development Counci ion of its Corridor H regar of alignment. The Council also supports the und ighway projects including construction of new feeder roads to Corridor H oads that may serve as fee to the Corridor. The Regional Council urges th f its residents be given pri consideration in reaching a decision to construct is a copy of the Regional Council's most recent development plan. This p ion's economic distress. T Council requests that the plan be included in the ing a decision for corridor construction. Please do not hesitate in contactin information be required.

Sincerely,

Harold Hiser
Chairman

KWD:HH/gp

(LETTERS.CORHVK)

ED

GARRETT COUNTY
ECONOMIC DEVELOPMENT DEPARTMENT
313 EAST ALDER STREET
OLD COURTHOUSE — ROOM 307 • OAKLAND, MARYLAND 21550
(301) 334-1970

May 17, 1993

The Honorable John G. Milliken
Secretary of Transportation
Chairman, Commonwealth Transportation Board
Commonwealth of Virginia
609 9th Street Office Building
Richmond, Virginia 23219

Dear Secretary Milliken:

I am writing to express my department's interest in moving forward with completion of an alignment decision on Corridor H of the Appalachian Development Highway System. We in western Maryland have been involved in the comprehensive corridor analysis undertaken by West Virginia during the past several years. We believe the West Virginia folks have done a prudent job in arriving at a corridor selection.

Our department favors the West Virginia corridor recommendation. We believe it has many attributes which commend it to the entire region. Consequently, we urge Virginia's concurrence and expeditious approval of the Strasburg alignment.

Sincerely yours,

Thomas D. Jones
Director

cc: Charles Miller

TDJ:lew

Chamber of Commerce
Support Local Chamber Members
Tucker County, West Virginia
P. O. Box 565 Davis, WV 26260

Copy

WV DIVISION OF HIGHWAYS

June 15, 1993

Mr. Fred VanKirk
WV Division of Highways
State Capitol Complex, Bldg. 5
Charleston, WV 25305

RE.: ALTERNATIVE ROUTING PROPOSAL for CORRIDOR H
Around Thomas and Davis Area

The TUCKER COUNTY CHAMBER OF COMMERCE would like to commend you and your division for an excellent study and review of all CORRIDOR H alternatives.

We are personally pleased you have selected the Northern route through TUCKER COUNTY.

As a suggested improvement to your design, our Chamber membership asks for your consideration and investigation into the possibility of altering the CORRIDOR H routing slightly to the North of Thomas, instead of travelling between the two cities of Davis and Thomas.

We in no way desire to delay your very aggressive schedule for the highway completion. But strongly feel that this alteration would lower your costs, and improve the lives of the citizens and businesses of both Davis and Thomas.

Randy Epperly, Design Engineer of the WV Division of Highways, while speaking at our May Chamber meeting, was asked if this slight deviation North of Thomas was feasible. After hearing our reasoning, and the potential cost savings of eliminating a long elevated bridge structure, he advised the Chamber membership to propose this alternative directly to your office, Mr. VanKirk.

A map is enclosed giving delineation of the proposal. Also attached is a list of Advantages for our proposal, and the Disadvantages for the existing proposed routing between Thomas and Davis.

We ask for your considerations in a matter of great concern to our communities.

Thank you for your attention to this matter. We hope to hear your comments on this matter at your earliest convenience.

Sincerely
TUCKER COUNTY CHAMBER OF COMMERCE

Pat J. Harlan,
President

R-96

D & W Truck Lines
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PARSONS, WV 26287

March 15, 1994

Senator Robert C. Byrd
U. S. Senate Office Building
Washington, DC 20510-4801

Dear Sir:

I am asking your assistance in doing everything possible to get Corridor H for our area.

West Virginia has an abundance of natural resources, however, we desperately need better outlets in order for us to compete with other states, NOT ONLY NOW, BUT FOR THE FUTURE of West Virginia.

All industrial purposes as well as tourism could benefit from improvement of our transportation system in this geographical area of our state.

West Virginia is the second richest state in the nation for natural resources, yet we are unable to develope them due to the area in which we reside.

Products that could be derived from our natural resources could enable West Virginia to be one of the richest states in the union in industry, thus giving our citizen's job opportunities beyond imagination. We have to import from other states many products which our state could be developing ourselves from our natural resources.

Business does not want to invest as the transportation system in this area is difficult and very expensive to get in and out of.

Thank you very much for any time, assistance and consideration you can influence for Corridor H in our area.

Respectfully,

Dewey L. Wilfong

PARSONS FOOTWEAR

A DIVISION OF
CARTER FOOTWEAR, INC.

222 Davis Street
P.O. Box 348
Parsons, West Virginia 26287-0348

March 15, 1994

The Honorable Senator Robert Byrd, Jr.
United States Senate
Washington, DC 20510

Via facsimile

Dear Senator Byrd:

Corridor H is most necessary. We have a plant in Parsons, WV, and this roadway would greatly enhance the economic future of this factory.

Sincerely,

PARSONS FOOTWEAR

Howard Gonchar
President

sr/1230

Testimony of Congressman Ron Coleman
before the Subcommittee on Surface Transportation
Committee on Public Works
March 15, 1994

Mr. Chairman. Members of the Committee. Thank you for the opportunity to testify before you today on critical southwest border surface transportation projects for inclusion in your National Highway System legislation. I am here today wearing two hats. One as Chairman of the Congressional Border Caucus and the other as representative of the city of El Paso.

As Chairman of the Congressional Border Caucus I would like to submit written testimony for the record outlining southwest border surface transportation projects as selected by twelve communities along the U.S. side of the U.S.-Mexico border. These communities have reached a consensus among their state and local government officials; trade and transportation experts; and business leaders, to request Federal funds to address surface transportation infrastructure requirements that they believe will improve the climate for economic development and trade in the southwest border region and throughout the United States.

In addition, the projects represent a bi-product of the most comprehensive, borderwide analysis of infrastructure requirements ever undertaken by communities along the southwest border of the United States. For the past two years, the Congressional Border Caucus, in cooperation with the non-partisan Border Trade Alliance and their member communities, have worked diligently to inventory infrastructure improvements in seven categories, including surface transportation improvements from Brownsville, Texas to San Diego, California. Furthermore, in order for the surface transportation projects to warrant inclusion in the final Southwest Border Infrastructure Initiative report of February, 1993, each project had to demonstrate that it could be implemented within thirty days of funding award; that it had community consensus and priority; and that it reflected state, local or private contributions to the project's overall financial cost estimate. In short, the surface transportation projects were developed some time ago, in accordance with many of the same criteria you are recommending for your legislation today.

I have the honor of representing the city of El Paso, the largest city on U.S.-Mexico border. I would like to bring to your attention five highway projects and one transit project which are of the utmost importance to the economic vitality of El Paso. I understand that the Committee may only be able to authorize a portion of the cost of these projects, but I wanted to provide the Committee with a complete picture of these major border infrastructure projects.

As we are all aware, the Clinton Administration has negotiated the North American Free Trade Agreement, and it has been approved

by Congress. This represents a significant opportunity for our nation, the southwest border region, and my city of El Paso. We have made the commitment; now it is time to go forward with the mechanics. If we are to benefit from increased trade with our neighbors, we must provide the necessary infrastructure to accommodate those increases. This includes repair and replacement of highways leading to our international ports of entry as well as planning new roads and bridges for the future.

For the first project, Reactivation of the El Paso Streetcars, an authorization of $18,590,000 is requested from Section 3 Transit New Start funding for its completion. Until as recently as 1973, an extensive electric rail streetcar system operated in El Paso and Ciudad Juarez. This project will re-install El Paso's streetcars as a downtown shuttle transit system linking businesses, government offices and public attractions. Initially this project will service downtown El Paso. Service will then be expanded to adjacent neighborhoods.

El Paso is an air quality nonattainment area. Therefore, it is critically important that El Paso make every effort to reduce emissions. As electric vehicles, the streetcars will emit no pollutants. In addition, their historic appearance will attract riders over and above ordinary transit vehicles, improving emissions even more.

For the second project, extension of the Border Highway, an authorization of $154,900,000 is being requested. This project will link the City of El Paso with the international port-of-entry in Fabens, Texas along the Rio Grande and connect the rural communities in El Paso's Lower Valley. Much of El Paso's growth is concentrated in the eastern portion of the city. Extension of the Border Highway will help accommodate increased levels of commerce between the United States and Mexico.

The Border Highway in El Paso was envisioned as part of the historic Chamizal Treaty with Mexico in 1964. This extension would in essence amend Public Law 89-795 which provided for the original highway by linking two international ports of entry in El Paso County. This extension would keep pace with the population growth in this area of the county while addressing critical safety concerns in the community. It would also help protect the historic missions in El paso by diverting heavy traffic from roads not built for heavy commercial traffic. Furthermore, it would create jobs in this economically depressed region of the country.

The third project provides for joint use of Biggs Army Airfield and El Paso International Airport. An authorization of

$45,000,000 is requested. An agreement on this project has been recently negotiated between the City of El Paso and Ft. Bliss Army Base. This project will allow the joint use of Biggs Army Airfield and El Paso International Airport that would enable the Army to expand its Strategic Deployment capabilities and the City of El Paso to develop a major multi-modal transportation hub for United States-Mexico trade. Because negotiations on this project were only completed recently, I would like to submit the criteria requested by the subcommittee as part of my statement for the record. This should not reflect the lack of importance it represents to the community of El Paso, but rather indicates the critical need our city and military leaders recognize in this transportation linkage.

For the fourth project, completion of Loop 375, an authorization of $230,382,000 is requested. A large portion of Loop 375 is already built. This project will complete a major beltway around the City of El Paso and alleviate congestion on Interstate 10. The project is being developed in tandem with the Border Highway extension.

An authorization of $26,570,000 is being requested for improvements to Interstate 10 from Redd Road to Cotton Street, including construction of a diamond interchange, relocation and construction of entrance ramps, and the addition of travel lanes to this congested portion of I-10.

An authorization of $27,584,000 is requested for construction of Lee Trevino Drive. This project will provide access to the Zaragoza Port-of-Entry from the large residential and employment center of east El Paso. It will allow a more effecient utilization of the port-of-entry, giving better auto and commercial access to the newly upgraded border crossing at Zaragoza, relieving some of the congestion at the Bridge of the Americas port-of-entry. The project will also protect the historical mission structures in the city of Ysleta and protect residential neighborhoods located along Yarbrough Drive, Pendale Road, and Zaragoza Road.

In closing I would like to thank the Chairman and the committee for the opportunity to testify and urge you to give these projects your every consideration. Thank you.

TESTIMONY OF REP. BARBARA-ROSE COLLINS (D-MI)

March 15, 1994

For the hearing on the National Highway System

Before the Public Works and Transportation Subcommittee on Surface Transportation

---

Thank you for the opportunity to testify today and to bring to you the concerns of the citizens of the 15th district of Michigan. Let me begin, Mr. Chairman, by commending you for your efforts to improve our nation's infrastructure and transportation systems. I know that all of our colleagues appreciate the hard work you have put into recognizing our needs and improving our nation.

I am from Detroit. In Detroit, we know transportation. Detroit installed the country's first traffic light in 1915 and built the first urban freeway in 1942. Detroit also shares the first auto tunnel between two nations.

Today I want to draw your attention to two transportation issues that warrant special attention: border crossings and urban transportation.

On January 11, Secretary of Transportation Pena announced the completion of the Department of Transportation's congressionally-mandated assessment of border crossings. I want to thank my colleagues for supporting this study and recognizing its need in ISTEA in 1991. The report emphasizes for the first time that communities adjoining busy border crossings face special burdens from trade-related traffic, and, importantly, it finds that border states have not allocated sufficient federal highway funds to border communities for improvements to border crossings.

I want to stress today that these problems are real, everyday, especially in Detroit, and many of the needs of our busiest border crossings cannot wait for reauthorization of ISTEA in 1997. For this reason, I have submitted to this subcommittee a border crossing project for authorization during our consideration of designation of the National Highway System.

My first request, improvements to approaches to the Ambassador Bridge, would mitigate congestion, hazards and confusion at the busiest total traffic and commercial crossing on the U.S.-Canadian border, with 8.2 million bidirectional vehicles in 1992, including 1.7 million trucks. This project, at a federal cost of $15,600,000 is tailored to meet the immediate and pressing needs this vital border crossings until border issues

are broadly addressed in 1997.

I also want to highlight the plight of urban areas under ISTEA. The fact is that many states continue to funnel more money to non-urban areas than to cities. For example, according to the Department of Transportation, about 81% of travel on the principal arterial and higher functional system occurs on the urban portion of the system. But in the first two years of NHS funding under ISTEA, states spent over 70% of their NHS funds in non-urbanized areas. I hope our committee can examine issues such as urban sub-allocations and other remedies to this persistent problem faced by America's cities.

I have submitted two other projects to this subcommittee in an effort to respond to this situation as it relates to Detroit. Since Detroit is one of few major cities in the world without a rail station, I have requested funding of a Detroit Passenger Intermodal Center at a federal cost of $12,000,000. This center will serve as a rail station, city and intercity bus terminal, and taxicab hub. Passenger rail is a vital link between Detroit and cities such as Chicago and New York. But to catch a train today, a Detroiter must go to Dearborn. This situation is simply unacceptable.

Also, I have requested additional funding for a project to reopen East McNichols Road, a major thoroughfare in Detroit which was cut in two by expansion of Detroit City Airport at a federal cost of $51,135,600. By constructing a tunnel under the airport runway, this project will reduce inner-city traffic congestion, increase economic activity, and allow for continued expansion of City Airport.

I understand the constraints and the multitude of requests that this subcommittee faces in altering ISTEA this year. But in Detroit, where unemployment is pervasive and we have yet to feel the effects of the economic recovery, these projects will bring jobs and hope. These projects are an excellent investment in infrastructure, and, moreover, an excellent investment in the people of Detroit.

Thank you for your time, and I am free to answer any questions you may have.

82-614 O - 94 - 10

The Honorable William J. Coyne
Testimony for The
House Public Works and Transportation
Subcommittee on Surface Transportation
Hearing on the Proposed
National Highway System Legislation and
Issues Related to Highway and Transit Programs
March 15, 1994

Chairman Rahall, Members of the Subcommittee, thank you for this opportunity to be here today to introduce to this Committee the new Mayor of the City of Pittsburgh, Tom Murphy. I also want to thank this Committee for taking on the challenge of addressing the Nation's changing highway and transit priorities as part of National Highway System legislation.

I strongly endorse the proposal for the North Side I-279 Intermodal Transportation Center (ITC) project submitted by the City of Pittsburgh. This project is an essential part of the City's plans for promoting access to mass transit in response to the growth in vehicle traffic associated with an expansion of commercial enterprises in the downtown area.

A visit to the City of Pittsburgh would make immediately clear the need for this Intermodal Transportation Center. The downtown area is a high density business area served by light rail and the Nation's only Busway system. Commuters also travel to downtown on 16 miles of High Occupancy Vehicles lanes along Interstate 279. It is at the end of this HOV system that there is a pressing need for HOV commuter parking and a transfer point to local mass transit services.

The North Side I-279 ITC will fulfill that need in the most effective manner possible. Members of the Committee should know that this project has been rated by the regional planning commission as the highest priority congestion management project in the region.

I also want to note my strong support for the City of Pittsburgh's request for funding to improve the Steel Plaza Station in downtown Pittsburgh. The planned improvements are necessary to provide adequate direct mass transit access to the Pittsburgh City Center project. The focus here is on moving people to the heart of the City's business district. The Pittsburgh City Center project will double to 8 million square feet the amount of office space directly connected to Steel Plaza Station.

Authorization of these mass transit projects is an essential part of the City of Pittsburgh's plans for constructing an intermodal transportation system that will promote continued economic expansion and job creation in Allegheny County, the City of Pittsburgh and western Pennsylvania.

It is now my pleasure to introduce the Mayor of the City of Pittsburgh, the Honorable Tom Murphy. Again, thank you for this opportunity to appear before this panel.

****

EXTENDED TESTIMONY

OF

COMMISSIONER MIGUEL DIAZ DE LA PORTILLA

CHAIRMAN, TRANSPORTATION COMMITTEE
BOARD OF COUNTY COMMISSIONERS
METRO-DADE COUNTY, FLORIDA

CHAIRMAN, TRANSPORTATION POLICY COMMITTEE
MIAMI AREA METROPOLITAN PLANNING ORGANIZATION

MEMBER, BOARD OF DIRECTORS
TRI-COUNTY COMMUTER RAIL AUTHORITY

BEFORE THE

SURFACE TRANSPORTATION SUBCOMMITTEE

OF

THE HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

****

AUTHORIZATION OF

A PROGRAM OF INTERRELATED TRANSPORTATION PROJECTS

AND OTHER PUBLIC TRANSPORTATION ISSUES

FOR DADE COUNTY, FLORIDA

****

TUESDAY, MARCH 15, 1994

METRO-DADE CENTER • 111 NW 1ST STREET • MIAMI, FL 33128-1963 (305) 375-4834

MR. CHAIRMAN AND MEMBERS OF THE SURFACE TRANSPORTATION SUBCOMMITTEE,

ON BEHALF OF THE COUNTY COMMISSION OF METROPOLITAN DADE COUNTY, FLORIDA, AND THE METROPOLITAN PLANNING ORGANIZATION OF THE MIAMI URBANIZED AREA, WE RESPECTFULLY SUBMIT THE FOLLOWING TESTIMONY REQUESTING AUTHORIZATION OF AN INTERMODAL PROGRAM OF INTERRELATED TRANSPORTATION PROJECTS. THIS COMPREHENSIVE PUBLIC MOBILITY PROGRAM FEATURES BOTH HIGHWAY AND PUBLIC TRANSIT COMPONENTS WHICH PROVIDE VITAL INTERMODAL CONNECTIONS BETWEEN MIAMI INTERNATIONAL AIRPORT, SEAPORT OF MIAMI, TRI-COUNTY COMMUTER RAIL, AMTRAK, INTERCITY BUS SERVICE, LOCAL URBAN RAIL AND BUS SERVICE, NATIONAL HIGHWAY SYSTEM CORRIDORS AND FUTURE HIGH-SPEED RAIL SERVICE.

BACKGROUND

DADE COUNTY IS RAPIDLY EXPANDING ITS STATURE AS NOT ONLY A LARGE METROPOLITAN AREA, HAVING A POPULATION OF OVER TWO MILLION PEOPLE, BUT ALSO AS ONE OF THE NATION'S PRIMARY INTERNATIONAL HUBS FOR TOURISTS, CARGO AND INTERNATIONAL BUSINESS. INDEED, DADE COUNTY IS THE CAPITAL OF THE AMERICAS. WITH THE PASSAGE OF NAFTA, DADE COUNTY IS UNIQUELY POSITIONED BOTH GEOGRAPHICALLY AND DEMOGRAPHICALLY TO LEAD OUR COUNTRY IN ITS EFFORTS TO EXPAND ON NAFTA AND CREATE A REGIONAL TRADING BLOCK OF UNPRECEDENTED STRENGTH. DADE COUNTY CAN BE TO THE AMERICAS WHAT HONG KONG IS TO THE FAR EAST. THIS IS VITAL NOT JUST FOR DADE, BUT FOR THE U.S. IN THIS EVER COMPETITIVE WORLD. BECAUSE OF THE LARGE VOLUME

OF RESIDENTS AND VISITORS WHO HAVE A VARIETY OF INTRA-COUNTY TRAVEL NEEDS FOR GETTING TO AND FROM WORK, EDUCATION AND HEALTH CENTERS, AIRPORTS, THE SEAPORT AND WIDELY DISPERSED HOTELS AND TOURIST ATTRACTIONS, A MODERN AND EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM IS AN ESSENTIAL PART OF THE DEVELOPING COUNTY MOBILITY PLAN.

THE METRO-DADE TRANSIT AGENCY (MDTA), IN TERMS OF ITS ANNUAL OPERATING BUDGET, IS THE FOURTEENTH LARGEST TRANSIT AGENCY IN THE NATION AND PROVIDES 55% OF THE TRANSIT SERVICE IN THE STATE OF FLORIDA. PROVIDING NEARLY 85 MILLION PUBLIC TRANSIT TRIPS ANNUALLY IN AN UNIQUE FOUR-MODE OPERATION, MDTA HAS EXPERIENCED AN ANNUALIZED SYSTEM GROWTH RATE IN EXCESS OF 12% DURING THE PAST TWO YEARS. MDTA'S RIDERSHIP GROWTH HAS LED THE NATION DURING A PERIOD WHEN TRANSIT RIDERSHIP, NATIONWIDE, HAS EXPERIENCED A GENERAL DECLINE.

THE MIAMI INTERNATIONAL AIRPORT, THE SEVENTH LARGEST AIRPORT IN THE COUNTRY, IS NUMBER TWO IN INTERNATIONAL PASSENGERS WITH OVER 42% OF ITS 28 MILLION ANNUAL PASSENGERS TRAVELING ON INTERNATIONAL FLIGHTS. IN CARGO, MIAMI INTERNATIONAL IS NUMBER ONE WITH OVER 80% OF ITS 1.2 MILLION TONS PER YEAR CARRIED ON INTERNATIONAL PLANES. THESE ARE REMARKABLE STATISTICS CONSIDERING THE LOSS OF BOTH PAN AMERICAN AND EASTERN AIRLINES IN THE PAST FEW YEARS. NEAR-TERM GROWTH PROJECTIONS IN BOTH PASSENGER AND CARGO CATEGORIES ARE IN DOUBLE DIGITS. EVEN THOUGH MIAMI INTERNATIONAL IS A HUB AIRPORT FOR SEVERAL MAJOR AIR CARRIERS, DADE COUNTY IS THE DEBARKATION POINT FOR ROUGHLY TWO-THIRDS OF THEIR ARRIVING PASSENGERS. MORE CARRIERS/AIRLINES FLY OUT OF

MIAMI INTERNATIONAL AIRPORT (MIA) THAN OUT OF ANY OTHER AIRPORT IN THE WORLD. MIA HAS ONLY HALF THE AVAILABLE PARKING SPACES OF COMPARABLE AIRPORTS; THE EXPANSION POTENTIAL OF MIAMI INTERNATIONAL IS LIMITED BY LANDSIDE ACCESS CAPACITY. MIA WILL BECOME A VICTIM OF ITS OWN SUCCESS IF TRANSIT AND OTHER MODES OF TRANSPORTATION ARE NOT FULLY INTEGRATED. OUR INTERMODAL CENTER, WHICH IS PART OF OUR PROGRAM OF INTERRELATED PROJECTS, IS THE SOLUTION TO THIS DILEMMA. INDEED, WE ARE NOT THE ONLY ONES EXCITED BY THE INTERMODAL CENTER. SECRETARY PENA HAS STATED THAT THIS IS ONE OF THE MOST EXCITING PROJECTS IN THE COUNTRY. THE INTERMODAL CENTER WILL BE FINANCED MOSTLY BY STATE AND LOCAL FUNDS.

THE SEAPORT OF MIAMI IS THE NUMBER ONE CRUISEPORT IN THE WORLD, BEING THE HOST PORT OF 10 CRUISE SHIPS AND HANDLING OVER 3.2 MILLION CRUISE PASSENGERS ANNUALLY. CRUISE SHIPS OPERATING OUT OF THE SEAPORT OF MIAMI ARE CONTINUALLY BEING REPLACED BY NEWER, LARGER SHIPS. HANDLING MOSTLY CONTAINERS, THE SEAPORT OF MIAMI IS ALSO THE EIGHTH BUSIEST CARGO PORT IN THE NATION WITH 5.2 MILLION TONS PER YEAR IN THE LATIN AMERICAN, CARIBBEAN AND FAR EAST MARKETS. A $76 MILLION FACILITY EXPANSION IS BEING PLANNED TO CONTINUE ACCOMMODATION OF THE EXPECTED DOUBLE-DIGIT GROWTH IN BOTH THE CRUISE AND CARGO ARENAS.

IN 1990, DADE COUNTY AND ITS METROPOLITAN PLANNING ORGANIZATION (MPO) DEVELOPED AND ADOPTED A YEAR 2010 LONG-RANGE PLAN. THIS TWENTY YEAR COUNTYWIDE PLAN INCLUDED A TRANSPORTATION COMPONENT DESIGNED TO PROVIDE SUFFICIENT INFRASTRUCTURE TO ACCOMMODATE THE GROWING MOBILITY NEEDS OF THE COMMUNITY. FEATURED

IN THIS LONG-RANGE TRANSPORTATION PLAN (LRTP) WAS THE IDENTIFICATION OF SIX HIGH-PRIORITY TRANSPORTATION CORRIDORS TRAVERSING THE COUNTY AND AUGMENTING THE THEN EXISTING PUBLIC TRANSIT AND MAJOR ROADWAY SYSTEMS. THE DEVELOPMENT OF ENHANCED PEOPLE-MOVING CAPACITY IN THESE CORRIDORS WAS HAILED AS ESSENTIAL FOR LINKING THE TRAVEL AND ACTIVITY CENTERS OF DADE COUNTY.

IN 1991, DADE COUNTY AND THE MPO INITIATED A COMPREHENSIVE ANALYSIS OF EACH HIGH-PRIORITY CORRIDOR TO PROVIDE A PRELIMINARY ASSESSMENT OF ALTERNATIVES, COSTS AND REPRESENTATIVE IMPACTS ON THE PRESENT AND FUTURE MOBILITY NEEDS OF THE AREAS. THIS TRANSITIONAL STUDY WAS BEGUN IN JULY, 1991, AND COMPLETED IN JANUARY, 1993, SO DADE COUNTY WAS NOT YET READY TO OFFER PROJECTS FOR AUTHORIZATION WHEN THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA) WAS DRAFTED AND ENACTED.

IN 1992, DADE COUNTY EXPERIENCED ONE OF THIS COUNTRY'S MOST SEVERE NATIONAL DISASTERS -- HURRICANE ANDREW. ONE OF THE LEGACIES LEFT BY THE HURRICANE IS THE IMPACT ON OUR TRANSPORTATION INFRASTRUCTURE -- SPECIFICALLY OUR TRAFFIC CONGESTION. ROADWAY AND TRANSIT SERVICE HAD BEEN DEVELOPING IN CONCERT WITH CONCURRENT COMMERCIAL AND RESIDENTIAL DEVELOPMENT. THE DISLOCATION OF BUSINESSES AND HOMES FOLLOWING THE HURRICANE COMPLETELY DISORIENTED PERSONAL TRAVEL PATTERNS AND ADDED RECONSTRUCTION TRAFFIC, CRITICALLY IMPACTING ALL MAJOR CORRIDORS. THE GREATER MIAMI AREA WAS RANKED FOURTH IN THE NATION IN TRAFFIC CONGESTION BEFORE HURRICANE ANDREW! SINCE THE HURRICANE, TRAFFIC CONGESTION HAS WORSENED SIGNIFICANTLY.

WHILE THE IMPACT OF THE HURRICANE HAS DEFINITELY TAXED OUR

EXISTING TRANSPORTATION INFRASTRUCTURE, ANALYSIS OF THE LONGER TERM TRENDS AND PATTERNS SUGGEST THAT THE COUNTY'S LONG-RANGE TRANSPORTATION PLAN REMAINS INTACT WITH REFERENCE TO ITS SET OF COMPONENT PROJECTS. HURRICANE ANDREW HAS EXACERBATED AND MATERIALLY ACCELERATED THE NEED FOR FULFILLING THE OBJECTIVES OF THE LONG-RANGE TRANSPORTATION PLAN.

REQUEST FOR AUTHORIZATION

THE COMPLETION OF THE TRANSITIONAL STUDY PRODUCED A SET OF FEASIBLE SCENARIOS FOR FURTHER DEVELOPMENT OF THE HIGH-PRIORITY TRANSPORTATION CORRIDORS. IT HAS BECOME CLEAR THAT ALL HIGH-PRIORITY CORRIDORS NEED TO BE DEVELOPED WITHIN THE LONG-RANGE PLAN HORIZON TO SATISFY THE MOBILITY INFRASTRUCTURE DEMANDS IN DADE COUNTY. TO DEVELOP THE CORRIDORS ONE AT A TIME WOULD TAKE OVER FORTY YEARS TO COMPLETE. DEVELOPMENT SCHEDULES ARE THEREFORE OVERLAPPED FOR EFFICIENT DEPLOYMENT OF FUNDS AND LABOR TO ACCOMPLISH A TWENTY-YEAR IMPLEMENTATION PROGRAM.

THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), ALONG WITH TRANSIT, AIRPORT, SEAPORT STAFF, LOCAL ELECTED OFFICIALS, AND CITIZEN GROUPS PARTICIPATED IN ASSEMBLING THE RESULTING PROGRAM OF INTERRELATED PROJECTS. THIS PROGRAM IS DESCRIBED IN DETAIL IN THE SUBMITTAL TO THIS SUBCOMMITTEE OF JANUARY 7, 1994. IN THE TRUE SPIRIT OF ISTEA, DADE COUNTY AND THE FLORIDA DEPARTMENT OF TRANSPORTATION HAVE BEEN EQUAL PARTNERS IN ADDRESSING THE TRANSPORTATION NEEDS OF THE MIAMI URBANIZED AREA.

THE STATE OF FLORIDA'S EXPRESS POLICY OF FOCUSING ON PUBLIC TRANSIT IN LIEU OF EXCESSIVE ROADWAY EXPANSION IS ACCENTUATED IN

DADE COUNTY WHERE EXPRESSWAYS IN THE HIGH-PRIORITY CORRIDORS ARE AT OR NEAR THEIR MAXIMUM ALLOWABLE CAPACITY. OTHER MODES MUST BE CONSIDERED. BEING A COMPOSITE OF TRANSIT, HIGHWAY, AND AIRPORT/SEAPORT SOLUTIONS, THE PROPOSED PROGRAM IS TRULY AN INTERMODAL CONFIGURATION. HEAVY RAIL EXTENSIONS, NEW COORDINATED LIGHT RAIL LINES, DEDICATED BUSWAYS, HIGH-OCCUPANCY VEHICLE AND PARK-AND-RIDE FACILITIES ARE EFFECTIVELY BLENDED INTO THE COMPREHENSIVE PROGRAM. TOGETHER WITH THE HIGHWAY COMPANION PROJECTS, THE RESULTING COUNTY PERSONAL MOBILITY NETWORK IS ANALOGOUS TO THE FEDERAL VISION OF A NATIONAL TRANSPORTATION SYSTEM.

TO ACCOMPLISH THE IMPLEMENTATION OF THIS PROGRAM, ONLY 25% OF THE TOTAL REQUIRED FUNDS ARE PROPOSED TO COME FROM FEDERAL TRANSIT ACT SOURCES. IN TERMS OF NEW FEDERAL TRANSIT ADMINISTRATION MONEY, WE ARE ONLY SEEKING $72 MILLION OVER THE NEXT THREE YEARS. THE BALANCE WILL COME FROM LOCAL, STATE AND FLEXIBLE HIGHWAY SOURCES THAT WILL BE FORMULA-APPORTIONED TO FLORIDA. THE FLEXIBLE ADAPTATION OF THE FUNDING AND PROCEDURAL PROVISIONS OF ISTEA ARE BROUGHT TO BEAR IN THIS PROGRAM. OUR COMMUNITY IS UNITED: OUR PROGRAM HAS BEEN ENDORSED BY THE GOVERNOR, STATE AND LOCAL AGENCIES, UNANIMOUSLY APPROVED BY OUR METROPOLITAN PLANNING ORGANIZATION AND DADE COUNTY COMMISSION, AND EMBRACED BY OUR COMMUNITY AT THE GRASS ROOTS LEVEL.

THE MPO AND FDOT HAVE ALREADY COMMITTED FLEXIBLE ISTEA FUNDS AND UNOBLIGATED TRANSIT FUNDS TO BEGIN DETAILED CORRIDOR STUDIES

-- ACCORDING TO NEW FHWA/FTA JOINT PLANNING REGULATIONS -- IN SEVERAL OF THE CORRIDORS. STATE AND LOCAL FUNDING SOURCES HAVE BEEN IDENTIFIED AND COMMITTED TO MATCH PROSPECTIVE FEDERAL MONIES FOR FULL IMPLEMENTATION OF THE COMPONENT PROJECTS NOW BEING ADVANCED.

DADE COUNTY HAS A PROVEN TRACK RECORD FOR COMPLETING LARGE TRANSPORTATION PROJECTS: OUR $248 MILLION METROMOVER PROJECT WILL BE COMPLETED ON TIME AND 10% UNDER BUDGET. UNDER PRESENT ISTEA AND REGULATORY PROVISIONS, AUTHORIZATION MUST PRECEDE SUCH APPROPRIATIONS OR DISCRETIONARY DISTRIBUTIONS.

TO FULFILL THESE OBJECTIVES, THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY FLORIDA, JOINED BY THE GOVERNING BOARD OF THE GREATER MIAMI METROPOLITAN PLANNING ORGANIZATION, RESPECTFULLY REQUEST THAT THE HOUSE SURFACE TRANSPORTATION SUBCOMMITTEE AMEND THE ISTEA TO PROVIDE AUTHORIZATION FOR DADE COUNTY'S PROGRAM OF INTERRELATED PROJECTS IN ACCORDANCE WITH 49 U.S.C. § 3(A)(8).

AGAIN, WE SEEK ONLY $72 MILLION FOR APPROPRIATIONS WITHIN THE LIFE OF ISTEA. WE SUBMIT THAT OUR REQUEST IS REASONABLE, OUR PROGRAM LOGICAL, OUR ABILITY TO ADMINISTER FUNDS AND COMPLETE PROJECTS PROVEN, AND OUR UNITY AND RESOLVE UNWAVERING.

THANK YOU FOR THE HONOR AND PRIVILEGE OF ALLOWING ME TO ADDRESS THE DISTINGUISHED COMMITTEE.

STATEMENT OF PERRY DAVIS

Virginia's Remarks

Subcommittee Hearing

Surface Transportation

March 15, 1994

Congressman Nick J. Rahall, II, Chairman, Subcommittee on Surface Transportation; Members of the Committee; Ladies and Gentlemen:

My name is Perry Davis of Wytheville, Virginia, Vice President of the Great Lakes to Florida Highway Association, and Director of I-73/74 Corridor Association.

I am speaking on behalf of the people of Southwest Virginia who are concerned about better highway transportation facilities, the cost involved and economic benefits to be derived from such a highway system. It is concluded that an interstate highway, designated I-73, is to be built to connect Detroit, Michigan, and Charleston, South Carolina. It is further understood this highway should connect Bluefield, West Virginia, and Winston-Salem, North Carolina.

I recommend that I-73 be incorporated with I-77 and become a dual route through Virginia, from the West Virginia border to the North Carolina border. We have a ready made highway for this new Interstate Highway I-73.

This recommendation is based on the following:

1. Distance
2. Cost
3. Time/Convenience

4. Traffic Volume

5. Regional Economic Benefits

The I-77 corridor through Virginia is 66-67 miles in length, approximately 40 miles shorter than the other corridor under consideration. Therefore, the savings in construction costs are obvious. The estimated construction cost of I-73, on the I-77 corridor, is $796 million. The estimated cost for the other corridor is 1 billion 255 million dollars to 1 billion 600 million dollars, or a savings of 459 to 800 million dollars. Additional savings of approximately $304 million can be realized because the right of way for I-77 is in place, and no additional tunnels would be required. This would be in keeping with the better investment of public funds called for in the National Performance Review led by Vice President Gore.

The I-77 corridor would provide for the movement of people and goods in a more energy-efficient manner. According to a study recently completed by the Virginia Department of Transportation, the projected average daily traffic by the year 2015 for the I-77 corridor is 49,000 vehicles with I-73 located in the corridor. The study further shows the project average daily traffic for the other corridor under primary consideration is only 33,000 with I-73 located in that corridor, a difference of 16,000 vehicles per day that would directly be served if I-73 located in the I-77 corridor. Travel distance is a measure of travel time for through traffic and is an important factor in traffic service. The 40 miles less travel distance for 16,000 vehicles per day would result in a tremendous saving of time, fuel consumption, and potential

environmental pollution, thus helping create an efficient and environmentally sound transportation system for Southwest Virginia and the nation.

As stated previously, one goal of the NH is the economically sound and efficient movement of people and goods. Many of the goods produced by the manufacturers served by the I-77 corridor are shipped to automotive industries in the Detroit and other northern and mid-western markets. The completion of I-73 to the market areas would enable our manufacturers to move their products to these users or to export to other countries with less delay. This would provide greater efficiencies for our industries enabling them to compete in a global market and eventually creating more American jobs.

Perry Davis

Wytheville, VA

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STATEMENT OF THE

HONORABLE JULIAN C. DIXON

BEFORE THE

HOUSE PUBLIC WORKS AND

TRANSPORTATION SUBCOMMITTEE

ON SURFACE TRANSPORTATION

THE ALAMEDA CORRIDOR

MARCH 15, 1994

GOOD AFTERNOON, MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE. IT IS A PLEASURE TO BE HERE TO JOIN MY CALIFORNIA CONGRESSIONAL COLLEAGUES, LOS ANGELES MAYOR RIORDAN AND LONG BEACH MAYOR KELL, ASSEMBLYWOMAN ESCUTIA, AND LOS ANGELES CITY COUNCILMAN SVORINICH, TO SUPPORT THE INCLUSION OF THE ALAMEDA CORRIDOR IN THE NATIONAL HIGHWAY SYSTEM.

THE ALAMEDA CORRIDOR WAS FIRST ENVISIONED TEN YEARS AGO. I HAVE WORKED WITH MY COLLEAGUES AND

LOCAL OFFICIALS OVER THE YEARS TO SECURE FUNDS FOR DEMONSTRATION PROJECTS ALONG THE CORRIDOR, AND I HAVE SUPPORTED THE ALAMEDA TRANSPORTATION CORRIDOR AUTHORITY AS NEGOTIATIONS HAVE PROCEEDED IN AN EFFORT TO BRING THE PROJECT TO REALITY.

THOSE OF US WHO HAVE EXPERIENCED FIRST-HAND THE TRAFFIC DELAYS RESULTING FROM 5 MILE PER HOUR TRAIN TRAFFIC ALONG THE CORRIDOR CAN ATTEST TO THE LOCAL NEED FOR THIS

PROJECT. THE ALAMEDA CORRIDOR PROJECT CALLS FOR THE CONSOLIDATION OF 90 MILES OF BRANCH LINE TRACKS INTO ONE 20-MILE CORRIDOR AND ELIMINATION OF 200 GRADE CROSSINGS. THE RESULTING REDUCTION IN VEHICLE DELAYS BODE WELL FOR OUR CONTINUED EFFORTS TO IMPROVE THE TRAFFIC SITUATION IN THE REGION. THE ENVIRONMENTAL BENEFITS FROM REDUCED IDLING OF BOTH AUTOMOBILES AND TRAINS WILL BE SUBSTANTIAL.

DURING THE CONSTRUCTION PHASE, THE ALAMEDA CORRIDOR WILL BRING SOME

10,000 JOBS TO AN AREA OF THE COUNTRY SUFFERING CONTINUED RECESSION. UPON COMPLETION, THE CORRIDOR WILL GENERATE PERMANENT EMPLOYMENT TO THOUSANDS MORE. THE PROJECT WILL ALSO GIVE US THE OPPORTUNITY TO MITIGATE SEVERE TRAFFIC PROBLEMS AND ENHANCE REAL ECONOMIC DEVELOPMENT FOR LOW-INCOME COMMUNITIES ALONG THE CORRIDOR--THE TYPES OF COMMUNITIES OFTEN OVERLOOKED IN THE TRANSPORTATION PLANNING PROCESS.

NOTWITHSTANDING THE MITIGATION OF

TRAFFIC CONGESTION AND POLLUTION, THE ECONOMIC BENEFITS TO A HARD-PRESSED REGION, AND THE ENHANCEMENT OF REDEVELOPMENT ALONG THE CORRIDOR, IT WOULD BE DIFFICULT FOR US TO COME HERE TODAY TO SEEK A MAJOR FEDERAL COMMITMENT FOR THIS PROJECT IF THE BENEFITS WERE ENJOYED SOLELY BY OUR CONSTITUENTS. WE ARE HERE TODAY TO IMPRESS UPON THOSE OF YOU NOT FROM THE STATE AND REGION, THE NATIONAL SIGNIFICANCE OF THE ALAMEDA CORRIDOR PROJECT. IT IS WITH THIS ASPECT OF THE PROJECT IN MIND THAT WE ASK THAT YOU

JOIN IN THIS FEDERAL, STATE AND LOCAL PARTNERSHIP.

THE CURRENT VALUE OF TRADE THROUGH THE SAN PEDRO BAY PORTS IS ESTIMATED TODAY AT $116 BILLION ANNUALLY. NATIONALLY, THIS TRADE GENERATES 2.5 MILLION JOBS, $14 BILLION IN FEDERAL TAXES, AND OVER $5 BILLION IN STATE AND LOCAL REVENUES.

ONE NEED ONLY LOOK AT SOME OF THE REGIONAL FIGURES INCLUDED IN THOSE ESTIMATES TO UNDERSTAND THE

SIGNIFICANCE OF THE CORRIDOR PROJECT TO THE NATION. THE ESTIMATED VALUE OF ATLANTIC SEABOARD REGION TRADE TRAVELLING THROUGH THE SAN PEDRO PORTS TOTALS $14.9 BILLION; IN THE GREAT LAKES REGION $16.6 BILLION; IN THE SOUTH EAST REGION $5 BILLION. JOBS RELATED TO THESE TRADE FIGURES NUMBER IN THE HUNDREDS OF THOUSANDS, AND STATE AND LOCAL REVENUES IN THE HUNDREDS OF MILLIONS.

FORECASTS OF THE PROJECTED GROWTH OF U.S.-PACIFIC RIM TRADE CONSISTENTLY

PROJECT A DOUBLING OF TRADE VOLUMES OVER THE NEXT 15-20 YEARS. INDEED, TRADE VOLUMES THROUGH THE SAN PEDRO BAY PORTS REGULARLY EXCEED THAT FORECAST. ALL REGIONS OF THE COUNTRY WILL SHARE THE BENEFITS OF THAT EXPANSION.

AS A NATION, WE CANNOT TAKE FULL ADVANTAGE OF THIS EXPANDED GROWTH BY DEPENDING ON FREIGHT TRAVELING AT SPEEDS OF 5 MILES AN HOUR THROUGH AN INCREASINGLY CONGESTED TRANSPORTATION INFRASTRUCTURE.

TRAIN TRAFFIC ALONG THE ALAMEDA CORRIDOR IS EXPECTED TO GROW FROM ITS CURRENT 29 TRANS PER DAY TO 97 TRAINS BY THE YEAR 2020.

THERE IS LITTLE DOUBT THAT U.S. TRADE WILL EXPAND--WITH OR WITHOUT THE CORRIDOR. HOWEVER, IN THE MOST CONSERVATIVE ESTIMATES PUT FORTH BY THE CORRIDOR AUTHORITY, THE MINIMUM ECONOMIC EXPANSION RELATED TO CONSTRUCTION OF THE ALAMEDA CORRIDOR WILL RESULT IN 70,000 NEW JOBS THROUGHOUT THE COUNTRY, AND SOME

$2.5 BILLION IN ADDITIONAL FEDERAL REVENUE BY 2010.

WITH THE ALAMDEDA CORRIDOR PROJECT, THE FEDERAL GOVERNMENT HAS THE OPPORTUNITY TO BE PROACTIVE--INVESTING NOW IN OUR NATIONAL TRANSPORTATION INFRASTRUCTURE TO REAP SIGNIFICANT TRADE BENEFITS IN THE NEAR FUTURE.

AS THE COMMITTEE IS WELL AWARE, THE LOS ANGELES AREA IS MAKING GREAT STRIDES IN IMPLEMENTING A REGIONAL

INTERMODAL TRANSPORTATION SYSTEM. OUR COMMUTER RAIL SYSTEM HAS PROVEN ITS IMMENSE VALUE IN THE WAKE OF TRAFFIC UPHEAVAL DUE TO THE EARTHQUAKE. THE FIRST SEGMENT OF OUR SUBWAY SYSTEM IS UP AND RUNNING. TWO ADDITIONAL SEGMENTS ARE IN CONSTRUCTION AND DESIGN. I THANK THE COMMITTEE FOR ITS GENEROUS AND CONTINUED SUPPORT OF METRO RAIL.

NOW WE ARE READY TO EMBARK ON A NEW INITIATIVE IN OUR EFFORTS TO IMPLEMENT A COMPREHENSIVE TRANSPORTATION

BLUEPRINT FOR SOUTHERN CALIFORNIA--A PROJECT THAT WILL HAVE MAJOR ECONOMIC CONSEQUENCE FOR ALL REGIONS OF THE COUNTRY AND ON OUR FUTURE COMPETITIVENESS IN THE GLOBAL MARKETPLACE.

THERE IS NO DENYING THAT THE ALAMEDA CORRIDOR IS AN AMBITIOUS PROJECT, BOTH CONCEPTUALLY AND FINANCIALLY. BUT IT IS SELDOM THAT WE ENCOUNTER A PROJECT THAT MAKES GREATER SENSE FROM A LOCAL, STATE, AND NATIONAL STANDPOINT. I JOIN MY COLLEAGUES IN

URGING YOUR SUPPORT FOR THE ALAMEDA CORRIDOR.

TESTIMONY
BEFORE THE
HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
SUBCOMMITTEE ON SURFACE TRANSPORTATION

REP. TERRY EVERETT

MARCH 15, 1994

I want to thank you, Mr. Chairman, and the Ranking Member, Mr. Petri, for this opportunity to appear before your subcommittee to outline the merits of two major tranportation projects of importance to the Second District of Alabama -- the Outer Loop/I-85-I-65 Connector and the I-10 Connector.

In conjunction with the Alabama Transportation Department's priority list, I would like to express my support for the Outer Loop, which is on the State's priority list. I am pleased that $11.8 million was appropriated in the 1992 Highway and Mass Transit bill for feasibility studies and initial design phases for the Outer Loop, and that it was designated as an Innovative Project in the 1991 ISTEA legislation.

Since Congress has already provided the initial funding for this project, it is my sincere belief that the Outer Loop Road must be fully funded now so that it can be completed in a timely fashion.

The need for a high-speed travel artery to alleviate congestion in the Montgomery area has arisen by virtue of the tremendous growth in the city, which is second in the state to Huntsville. The necessity of the Outer Loop project is predicated upon forecasts about future growth and further development in the region. Furthermore, the current urban interstate system in Montgomery is expected to serve over 100,000 vehicles per day and is in dire need of additional freeway facilities to accommodate this anticipated growth.

The proposed 20-mile roadway would link Interstate 85 on the city's high-growth eastern side to Interstate 65 southwest of the city -- an area where a significant portion of the city's economic development is occuring and is expected to accelerate.

With traffic volumes now exceeding design capacities along the current bypass system, it is imperative that a new high-speed travel route be completed. The Alabama Department of Transportation has affirmed the importance of this project by placing it on the State's priority list, and has asked for $162.15 million for the completion of the project.

Mr. Chairman, I am also supportive of another project of great importance to Alabama and the Southeast region, the I-10 Connector. While this project is not yet on the State's priority list, the State has committed funds to a feasibility study and it has entered into a joint agreement with the State of Florida to move ahead with this project.

Even with the development of major four-lane segments of US 231, there is a need to have some means of connecting Dothan, a city of importance to the state and region, and areas north with Interstate 10 in Florida. Dothan is the largest city in the State of Alabama not served by the Interstate Highway System.

I feel that Dothan and the surrounding areas of Northwest Florida and Southwest Georgia, that depend on easy access to Dothan, are at a competitive disadvantage due to their lack of direct access to the interstate system.

Currently, traffic volumes on primary system highways in Dothan exceed volumes on several sections of the Alabama interstate system, according to recent Alabama Highway Department traffic flow studies. I have provided a copy of an excerpt from this study for your reference.

Spanning a distance of 42 miles, the I-10 Connector is projected to cost $115 million. At this time, we are requesting $5.6 million for an initial engineering study to further examine the feasibility of this project, and to have a better sense of its cost and impact.

Let me conclude by thanking you again, Mr. Chairman, and Mr. Petri as well, for giving me this opportunity to present the merits of these two very important projects to my district and to the State of Alabama. Thank you for your consideration and for allowing me this time.

STATEMENT BY SENATOR DIANNE FEINSTEIN
HOUSE SUBCOMMITTEE ON SURFACE TRANSPORTATION
ALAMEDA CORRIDOR PROJECT
MARCH 15, 1994

Mr. Chairman, I am here today to express my unwavering support for the development and construction of the Alameda Corridor and its inclusion as an integral part of the proposed National Highway System.

The United States in the last few months has entered into the North American Free Trade Agreement and the General Agreement on Tariffs and Trade -- both dramatic steps that will help open world markets to increased levels of commerce. Trade barriers are falling, and the corridors of trade will only expand and grow in the years ahead.

We focus most often, and rightly so, on the nation's need to become more competitive in the production and export of goods. But we must not lose sight of the critical need to maintain and develop the infrastructure that will help us to gain a competitive edge in the international marketplace through the efficient transportation and handling of goods.

All of the nation's coastal states understand the importance of seagoing commerce, not only to the local communities, but to the state and the nation. In 1992, the last year for which statistics are available, this nation exported $158.4 billion worth of goods through its seaports, and imported $293.1 billion of goods through the same ports of entry.

The Ports of Los Angeles and Long Beach, which the Alameda Corridor would serve, together represent the largest port complex in the nation. The Port of Los Angeles is the busiest containerport in the nation, and the value of cargo moving through the port is approximately $57 billion. The value of the cargo moved through the Port of Long Beach last year was approximately $52 billion.

The future of these ports, referred to jointly as the San Pedro Bay Ports, is one of expansion and growth. Trade along the Pacific Rim is growing tremendously. In 1992, U.S. trade with Asia and Pacific Rim nations accounted for 24.3% of our nation's exports valued at nearly $130 billion. Forty-five percent of all exports from the State of California, valued at $31 billion, went to Asian and Pacific Rim nations. These figures are only projected to grow in the years ahead.

THE PROJECT:

The Alameda Corridor is a $1.8 billion project that will allow the San Pedro Bay Ports

to expand and grow well into the 21st Century. The project, in the years ahead, will require an additional federal authorization of $700 million, the necessary federal commitment. The ports have committed well over $300 million to purchase rail road rights-of-way. Initial construction will be funded by the issuance of bonds.

Currently, to handle the cargo going in and out of the ports, according to the Alameda Corridor Transportation Authority, the San Pedro Bay Ports now generate approximately 20,000 truck trips and 29 train movements per day. By the year 2020, truck traffic is projected to increase to 49,000 daily trips and 97 daily train movements.

Today, three railroads on three separate tracks serve the San Pedro Bay Ports, with 90 miles of track and over 200 grade crossings between the ports and inland cargo dispersal sites. Santa Fe's railroad alone has 92 crossings within a 20 mile span. Trucks carrying goods from the ports to dispersal sites farther inland face numerous stops and traffic.

With the projected increase in trade and cargo transport needs, the current transportation system will simply be inadequate to handle future demands.

The Alameda Corridor project would consolidate the existing railways into a single corridor that would be depressed, and all crossing streets would bridge over the top. This would avoid the terrible delays as a result of the grade crossings. The Corridor would also accommodate truck traffic.

This new configuration would increase the current speed of trains from 10-20 miles per hour to nearly 40 miles per hour, which would result in a 30 percent reduction in train operating hours.

Reducing train and truck traffic will also have a very positive impact on the surrounding communities. Once the Corridor is in place there will be 90 percent reduction in train-related noise, as well as dramatic improvements in air quality, resulting from reductions in traffic.

A PROJECT OF NATIONAL SIGNIFICANCE

Why is the development of this project one of national significance?

The benefits of constructing the Corridor will go far beyond the Los Angeles region, and well beyond the California borders. Every state in this nation is impacted by the trade along the Pacific Rim, and thus by the activities of Pacific ports. Trucks and trains must move the goods out of the ports. Workers must unload the goods from ships, put them on trains or trucks, and then once they arrive at a destination, more workers must unload these goods, before they are delivered to their final stop. Trade

creates jobs in every sector of the economy, and we as a nation must strongly support efforts to facilitate the flow of goods.

Trade means jobs.

To illustrate the broad-reaching affects of trade through the San Pedro Bay Ports, let me cite some examples of states that have goods transported through these ports:

West Virginia -- G.E. Plastics, U.S. Silica, and Phillip Morris all export goods;

Tennessee -- International Paper, Procter & Gamble, and Nissan all export goods;

Wisconsin -- Graber Industries and Holsum Foods both import goods;

Missouri -- Ralston Purina and Anheuser Busch both export;

Texas -- J.C. Penney and Builders Square both import;

Washington -- Anderson Hay & Grain, James Hardie Building Products, and Weyerhauser both export;

Califorina -- McDonnell Douglas, Northrop, Toyota, U.S. Borax, Sunkist, Chevron, and ARCO, all import

The list goes on and on. The economic impact of increasing the speed and ease of transporting commodities to and from the ports will have a tremendous impact nationwide, with the economic benefit to various regions in the nation in the billions of dollars.

We must be able to support the projected growth in international commerce, and the development of the Alameda Corridor will help us insure that we do so. I urge you to maintain the Corridor's place on the National Highway System and urge your support for the project in the years to come.

TESTIMONY OF REPRESENTATIVE ERIC D. FINGERHUT
Before the House Public Works and Transportation
Subcommittee on Surface Transportation
March 15, 1994

Mr. Chairman, I wish to thank you for the opportunity to testify today. Because the transit project for which I am advocating is of regional significance to both Northeastern Ohio and the Greater Cleveland area, I make this request on behalf of Congressman Louis Stokes and myself. Due to committee business, Mr. Stokes was unable to be present today and has asked me to submit testimony on his behalf for your consideration.

Chairman Rahall, Representative Stokes and I are seeking your support for the authorization of $1.2 million under the discretionary capital funding program for transit. Funding will be used for the development of a preliminary engineering study to determine the best location to build Cleveland's Intermodal Transportation Hub. The importance of this project to the region is highlighted by current studies that rank it as a priority among transit projects for the City of Cleveland.

The proposed Intermodal Hub would integrate Cleveland's existing bus, rapid transit, and inter-city rail services as well as future commuter rail and high-speed rail services. The potential for commuter services are of critical importance to the suburban and rural parts of my congressional district that lie to the east of Cleveland. Significant opportunities for transit linkages within the Cleveland - Akron - Columbus - Cincinnati corridor as well as points west to Toledo-Detroit and east to Buffalo would be created.

The scope of the study would include the evaluation of three alternative sites to assist in making the critical decision on where to locate Cleveland's Intermodal Hub. The Greater Cleveland Regional Transit Authority would be the recipient of the funding and is presently committed to provide the local matching funds.

Mr. Chairman, Congressman Stokes and I are preparing a complete request for submission including detailed answers to the Committee's informational requests for transportation projects.

I hope the Committee with give every possible consideration to authorizing the initial phase of this important project.

Thank you again for the opportunity to appear before the Committee today.

Testimony Before the House Surface Transportation Subcommittee
by Rep. Tillie Fowler
Fourth District Florida
March 15, 1994

Mr. Chairman and Members of the Subcommittee:

Thank you for the opportunity to submit this testimony on behalf of three projects in Florida's Fourth Congressional District: the Fuller Warren Bridge and two projects that will serve the Jacksonville Port Authority's facilities at Jacksonville's seaport terminals and the Jacksonville International Airport.

Interstate traffic volume in the Jacksonville area has increased by 150 percent over the last ten years. This increase has created hazardous conditions on certain overburdened routes. In no case is this situation more acute than on the Fuller Warren Bridge and its approach roadway, about which this subcommittee has already heard testimony from the Florida Secretary of Transportation.

Mr. Chairman, the Fuller Warren Bridge was built in 1954 at no cost to the federal government by the Jacksonville Expressway Authority. It was included in the Interstate system in the early 1960's at the point where I-95, a major north-south thoroughfare, crosses the St. Johns River in downtown Jacksonville. Today it is one of only two drawbridges on the Interstate system nationwide.

This past decade has seen a dramatic increase in traffic over this four lane span. Currently, the bridge is experiencing volumes of traffic that far exceed its design capacity. The congestion that frequently results leads to considerable delay in transiting the span for interstate freight carriers, tourists and other visitors, and local residents alike. Moreover, the lack of adequate width to accommodate safety lanes makes for dangerous circumstances when vehicles become disabled.

By far the most frustrating and dangerous aspect of the Fuller Warren, however, is the operation of its bascule apparatus. The Fuller Warren Bridge currently experiences some 2,818 drawbridge openings a year, or roughly eight per day. Aside from the traffic tie-ups that these openings inevitably cause -- each one lasts for five minutes or more while river traffic passes through -- they create extremely dangerous conditions when drivers travelling at highway speed are forced to come to a rapid stop. In the past five years, according to the Florida Department of Transportation, 604 accidents have occurred along this portion of I-95. This unsafe situation must be rectified.

Finally, as if all of this were not enough, portions of the bridge have experienced serious structural failure. Large chunks of the bridge surface have succumbed to excess wear and have fallen into the river, revealing the mesh of steel reinforcements below. Cracks in the bridge's structure and counterweights have resulted in its prolonged closure to all traffic on several occasions.

Mr. Chairman, the solution to the Fuller Warren Bridge problem is a new high level, fixed span, eight-lane bridge that will meet current traffic flows, provide wider lanes, add safety shoulders for disabled vehicles, and end the dangerous stop conditions that all too frequently have caused serious accidents.

The Jacksonville Metropolitan Planning Organization has identified this project as its highest priority and, as I noted, Florida Secretary of Transportation Ben Watts has already testified to the importance of this project for the state. Preliminary Engineering, Final Design, and Right of Way Acquisition are currently funded, but the cost of construction -- $185 million -- is not. Of the $185 million that it would cost to replace the bridge, roughly $37 million would come from non-federal sources, while some $148 million would come from federal highway funds, assuming an 80/20 federal/state split. It is my strong hope that the subcommittee will give its very fullest consideration to funding this critically needed project.

Meanwhile, area transportation demands have also outdistanced the current traffic capacity of the connecting roads to Jacksonville's seaport terminals as well as the Jacksonville International Airport. Today I am also requesting your support for providing contract authority for two highway projects, both of which are crucial for the safe and efficient movement of traffic through the seaport and airport terminals in the Jacksonville area.

Among other things, it is important to note that this new roadwork will facilitate the movement of U.S. military traffic in the area. The Mayport Naval Station, Jacksonville Naval Air Station and Naval Depot, Cecil Field Naval Air Station, the Florida Air National Guard and the Marine Corps' Prepositioning Ships Program all use the Jacksonville Port Authority's airport and seaport terminals, as do other elements of the U.S. military. In fact, we are proud that the Port's Blount Island seaport terminal provided the largest cargo volume in the world for the military's Desert Shield/Desert Storm operations. More cargo flowed through Blount Island during the war than through all of the other East Coast ports combined.

Blount Island and Talleyrand, the port's other major deepwater terminal, have a combined economic impact of $2 billion annually. Due to the phenomenal growth at the port, a third marine terminal is being developed.

Both of the projects outlined below have already received federal funding. The Port Authority is requesting an additional $20.2 million for both at this time.

Airport Access --

The Intermodal Surface Transportation Efficiency Act of 1991 provided $7.1 million for new roadwork which will provide a more direct access between the Jacksonville International Airport and the Blount Island seaport terminal, as well as a direct road linkage from the airport to I-295.

The proposed road improvements include a new interchange at I-295 and Duval Road as well as a new South Access road which will link I-295 directly to the airport. The $7.1 million was provided by ISTEA. Combined with local and state contributions of approximately $3 million, the ISTEA funds are adequate to construct the I-295/Duval Road interchange. The Port Authority is requesting an additional $10.2 million at this time for construction of the South Access Road.

Blount Island Seaport Access --

From 1988 through 1990 Congress provided a total of $17.5 million for roadway access improvements to the seaport's marine terminal located on Blount Island. These funds were primarily used to construct a four lane bridge which replaced an obsolete structure

which could not accommodate the rapidly expanding traffic volumes destined to the Blount Island seaport terminal. Other improvements included the four-laning of the Heckscher Drive connection between the bridge and I-295.

The final phase of the overall project consists of elevating State Road 105 (Heckscher Drive) over the Terminal's outbound truck lanes and railroad track. This improvement is needed to eliminate safety hazards associated with the current Heckscher Drive intersection and enhance the efficiency of traffic movement between Blount Island and the Interstate. This traffic consists of commercial cargo from the seaport operations as well as the military traffic from the Marine Corps' Prepositioning Ships Program, which has been successfully operating on the west side of Blount Island for some eleven years. The budget estimate to complete this project is $10 million.

I would very much appreciate the committee's fullest consideration of funding for these important projects in Florida's Fourth Congressional District.

Statement by Neal Ganzel
Jacksonville Port Authority

before the

Surface Transportation Subcommittee
of the
Committee on Public Works and Transportation

Roadway Improvements at the Jacksonville Port Authority

March 15, 1994

Mr. Chairman and Members of the Committee:

I am pleased to testify this morning on behalf of the Jacksonville Port Authority which operates our city's public port and airport terminals.

The Port of Jacksonville is one of the largest and busiest deepwater ports in the South Atlantic. Our Talleyrand and Blount Island Terminals provide a national economic impact of $2 billion annually, including 17,000 jobs for the Jacksonville economy. Due to the tremendous growth in recent years, the Port Authority is now starting development of a third marine terminal which will create an additional 10,000 jobs.

The Blount Island seaport's national significance was demonstrated during the U.S. military's Operation Desert Shield/Storm at which time the seaport handled more military equipment and supplies than any other commercial port in the world, accommodating almost 100 vessels and 1.5 million tons of cargo. Since Desert Storm, the terminal has regularly served the 101st Airborne Division (Air Assault) as the site for the Division's regular ship borne deployment training exercises, and the U.S. Marine Corps Prepositioning Ship Program is headquartered on the eastern half of Blount Island.

The Jacksonville International Airport (JIA) is a medium-hub facility serving the commercial air transportation needs of Jacksonville, northeast Florida and southeast Georgia. Two million air travelers use JIA each year. Jacksonville's population growth (between 1980 and 1990) was the third highest among the nation's 25 largest cities. An estimated one million people live

within a one-hour driving radius of the JIA. While passenger air traffic continues to grow at an impressive rate, air cargo movements have experienced a dramatic increase. In the four year period between 1986 and 1990, air cargo traffic increased by 70%.

Both of the highway improvement projects are continuing federal projects which are designed to enhance the intermodal linkages between Jacksonville's two seaport terminals, the Jacksonville International Airport and the interstate highway and railroad facilities in the metropolitan area.

I. AIRPORT ACCESS PROJECT

The 1991 Intermodal Surface Transportation Efficiency Act provided partial funding ($7.1 million) for a new interchange at I-295 and Duval Road as well as a new South Access Airport Road. Although both phases are described by the ISTEA and are interdependent, only $7.1 million was provided for the project. Combined with local and state contributions, the ISTEA funding was only adequate to complete construction of the interchange. An additional $10.2 million in federal funds is being requested at this time for the necessary roadwork to provide the connecting link from I-295 to the international airport.

This new access will provide much needed relief for the primary airport access via I-95 and replace the indirect linkage to I-295 which will need to be severed due to runway expansion plans.

II. BLOUNT ISLAND ACCESS PROJECT

The second roadway improvement project is located in the vicinity of the Blount Island seaport terminal which is the busiest of the Port Authority's two marine terminals, located only 10 miles from the open sea. In addition to the seaport terminal, Blount Island is the location of the U.S. Marine Corps' prepositioning ships program, and also serves the Fort Campbell, Kentucky-based 101st Airborne Division (Air Assault) as the port with which it is paired for regular ship borne deployment training activities. Therefore, roadway improvements to Blount Island assist not only in the movement of commercial cargo destined to and from the interstate, but also the movement of U.S. military personnel and supplies.

In fiscal years 1988, 1989, and 1990 Congress provided approximately $17.5 million for two phases of roadway access improvements to Blount Island. These improvements consisted of a four lane bridge and other roadway improvements which connect Blount Island direct to the interstate.

An additional $10 million is needed for the third and final stage of the project which consists of an improved method of egress for traffic exiting Blount Island. Heckscher Drive (State Road 105) will be elevated over a railroad track and the main roadway serving most of the truck traffic exiting from the Blount Island marine and military facilities, thereby eliminating a difficult at-grade signalized intersection and at-grade rail crossing. The improvements will improve efficiency in the transshipment of cargo between the Blount Island

marine terminal and the interstate system and eliminate safety hazards associated with the current intersection configuration.

I want to express the Port Authority's appreciation to the committee for its prior support for funding these highway projects. Thank you for your consideration to providing contract authority for continuing these two important highway improvements.

STATEMENT OF GARLAND B. GARRETT

Michigan's Remarks

Subcommittee Hearing

Surface Transportation

March 15, 1994

Mr. Chairman, Members of the Committee:

In Section 1105 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), a number of high priority corridors were identified that needed further development. Among those corridors was the proposal for I-73/74, which was defined as a "North-South corridor from Charleston, South Carolina, through Winston-Salem, North Carolina, to Portsmouth, Ohio to Cincinnati, Ohio and Detroit Michigan." Today, Michigan joins with her sister states in the I-73/74 Corridor Association in requesting that I-73/74 be officially designated part of the Interstate and Defense Highway System and that the various projects within the proposed corridor that are necessary to make this corridor a reality be funded. However, further study of the language used in Sections 1105(a), (See attachment A), leads Michigan to request that the description of the corridor and the cities named as benchmarks in the original legislation be amended to change the northern terminus to Grayling along the existing US-27 corridor to the city of Ithaca, and then along a new corridor from Ithaca to Lansing. From Lansing, it would continue south along the existing US-127 corridor through the City of Jackson. South of Jackson, the proposed route would again be on a new corridor to the Ohio border and the northern terminus of the Ohio segment of I-73. The Michigan

Department of Transportation believes both the national interests and those of the highway users would be better served by these amendments. Our reason for this belief are outlined below.

National Security

One of the often overlooked, but driving, forces in the creation of the Interstate system was the concern about efficiently moving both goods and people during times of national emergency. As the federal government continues to downsize the standing military establishment and increase reliance on Reserve and National Guard Units for ad hoc interventions, like the recent Desert Storm Operation, the national security role of the Interstate system will once again manifest itself. Camp Grayling, located near Grayling Michigan functions as a regional training facility for guard and Reserve Units throughout the Great Lakes region. Relocating the northern terminus of I-73 will not only improve access to those units which currently train there, but will also make it more accessible for National Guard units from other states which may benefit from its facilities. I-73 also serves to make the southeastern Atlantic embarkation ports more accessible to Michigan units which might be activated during future mobilizations or national emergencies.

Improved Energy Efficiency and Air Quality Improvements

Changing the I-73 terminus to Grayling will generate both energy savings and air quality improvements in two ways. By allowing traffic destined for northern and western Michigan to bypass the more heavily travelled and congested corridors in the Detroit and Ann Arbor metropolitan areas, delays for both through

and local drivers will be minimized resulting in improved fuel efficiency. Since fuel efficiency is a key component in reducing exhaust emissions, this should result in an overall improvement in air quality.

Economic Growth

Changing the Michigan portion of I-73 to the corridor proposed above will improve access for Michigan firms to customers and suppliers in Ohio, Indiana, and points south and east. Michigan border crossings to Canada at Detroit, Port Huron, and Sault Ste. Marie already provide the most efficient access point to Canadian goods and markets for most of the country and the construction of I-73 will enhance that access for states along the southeast Atlantic seaboard. Additionally, the proposed Michigan corridor will improve access to Michigan's premier resort areas in the northern and western areas of the state. Changing the Michigan terminus will not impose a loss of service to the Detroit area, as that will be maintained through a connection to I-75.

Detroit Considerations

Moving the Michigan terminus of I-73 would also result in several positive benefits for Detroit. By providing an alternative route for traffic destined for northern and western Michigan, traffic volumes on the Detroit Freeway system will be reduced, resulting in improved operations, a reduction in accidents, and in improvement in the Detroit airshed's air quality. The Michigan Department of Transportation is currently working with the U.S. Customs Service and the Canadian Authorities to improve operations at the border crossings. The economic benefits to Detroit of

improved access to the southeastern U.S. is maintained via a connection to I-75 similar to that proposed in the original legislation.

Other Considerations

The proposed Michigan corridor used existing routes for most of its length, and where new corridors are being proposed, they represent projects which have been under study for some time and have wide public support. Several projects, including US-27 from Lansing to St. Johns, and US-27 from St. Johns to Ithaca are already advanced to the point where some construction has already begun. Other projects, including the connection to the Ohio portion of I-73 need additional study to determine the appropriate alignment.

Today, Michigan requests the following:

That the committee amend the description of the I-73 corridor to change the Michigan terminus to Grayling.

Michigan joins with her sister states in the I-73/74 Corridor Association in requesting Congressional concurrence in the adoption of I-73.

That projects that make up the proposed I-73 corridor in Michigan (see Attachment B) be approved for funding by this committee.

Thank you.

ATTACHMENT A

TITLE
To develop a national intermodal surface transportation system, to authorize funds for construction of highways, for highway safety programs, and for mass transit programs, and for other purposes.

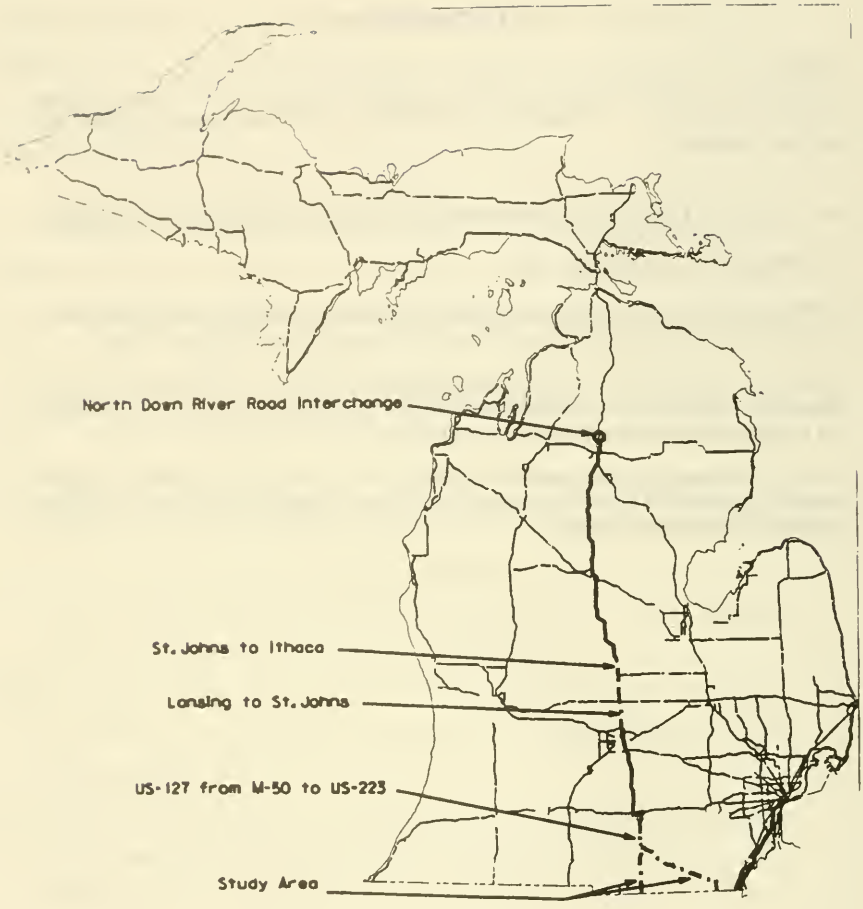
SEC. 1105. HIGH PRIORITY CORRIDORS ON NATIONAL HIGHWAY SYSTEM.

(a) Findings.-The Congress finds that-

(1) the construction of the Interstate Highway System connected the major population centers of the Nation and greatly enhanced economic growth in the United States;

(2) many regions of the Nation are not now adequately served by the Interstate System or comparable highways and require further highway development in order to serve the travel and economic development needs of the region; and

(3) the development of transportation corridors is the most efficient and effective way of integrating regions and improving efficiency and safety of commerce and travel and further promoting economic development.


North Down River Road Interchange
St. Johns to Ithaca
Lansing to St. Johns
US-127 from M-50 to US-223
Study Area

ATTACHMENT B

MICHIGAN PROJECTS IN THE I-73 CORRIDOR		
Project Description	Estimated Project Cost	Current Status
Adding ramps to the I-75/US-27 interchange at North Down River Road at Grayling as requested by the Michigan National Guard to improve service to Camp Grayling.	$1.5 Million	Currently under study.
US-27 from Ithaca to St. Johns	$140 Million	A part of "Build Michigan." EIS Completed.
US-27 from St. Johns to Lansing	$126 Million	In 1994 STIP.
US-127 from M-50 to US-223	$90 Million	A part of "Build Michigan." Currently under study
Study to Determine connection with Ohio.*	$200,000	Proposed

* Two possible connections with Ohio are being considered. One proposed route would proceed southeastward from the junction of US-127 and US-12 along a corridor paralleling the existing US-223 corridor to the Ohio border, joining the Ohio portion of I-73 in or near Toledo. The second proposed option, in case environmental or air quality problems make the Toledo connection impractical, would proceed southward from the junction of US-127 and US-12 along a corridor paralleling the existing US-127 corridor to I-80/90 in Ohio.

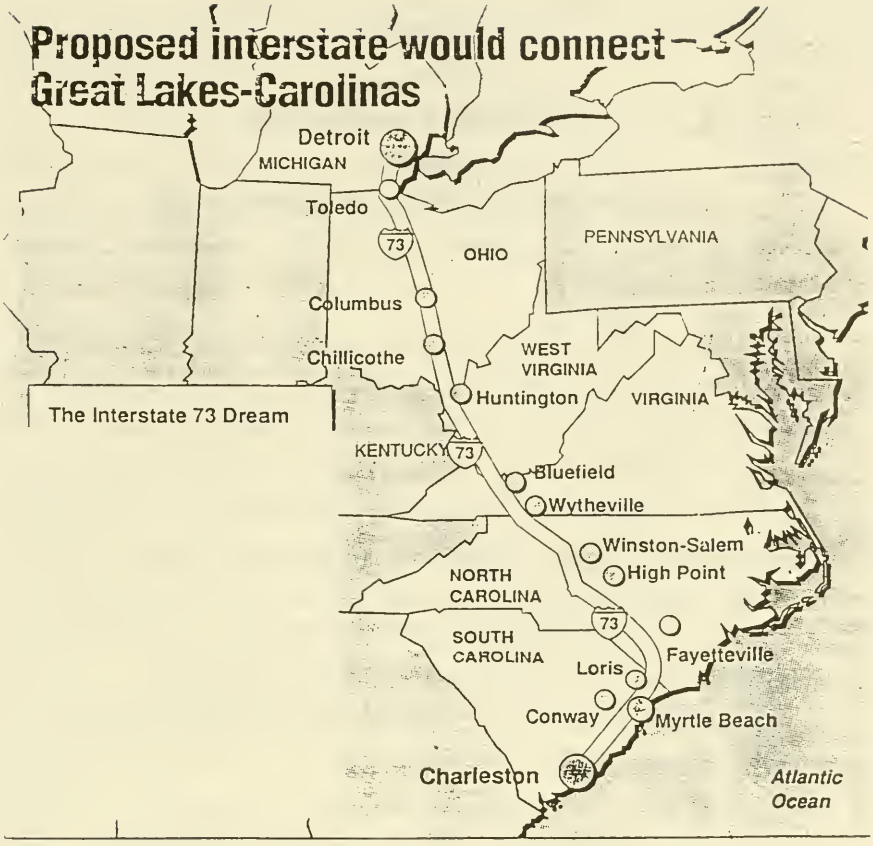
CHART 1

Comparison of Traffic Volumes in Contending Corridors			
	ADT	DHV	% Commercial
I-75 (at Monroe)	45,000	5,600	24%
US-23 (S. of Ann Arbor)	25,000	4,500	19%
US-223	14,000	1,500	15%
US-127 (Near Jackson)	15,000	1,600	13%

ADT is the Average Daily Traffic and represents the number of vehicles using the roadway in a typical day. DHV is the Design Hour Volume and represents the number of vehicles that should be expected during peak hour periods.

CHART 2

Comparison of States				
State	Population Ranking (1990 Census)	Size Ranking (sq. miles)	Approximate Total Miles	Approximate New Freeway Miles
South Carolina (US-1 Alternative)	5	5	200	200
South Carolina (US-17 Alternative)			120	120
North Carolina (US-1 Alternative)	3	2	160	74
North Carolina (US-17 Alternative)			406	246
Virginia	4	4	85	0
West Virginia	6	6	170	170
Ohio	1	3	385	306
Michigan (Detroit Terminus)	2	1	40	0
Michigan (Grayling Terminus)			254	99


Proposed interstate would connect Great Lakes-Carolinas
Detroit
MICHIGAN
Toledo
73
OHIO
PENNSYLVANIA
Columbus
Chillicothe
WEST VIRGINIA
Huntington
VIRGINIA
The Interstate 73 Dream
KENTUCKY
73
Bluefield
Wytheville
Winston-Salem
High Point
NORTH CAROLINA
73
SOUTH CAROLINA
Fayetteville
Loris
Conway
Myrtle Beach
Charleston
Atlantic Ocean

STATEMENT

BY

THE HONORABLE SAM GEJDENSON

BEFORE

THE SUBCOMMITTEE ON SURFACE TRANSPORTATION

MARCH 15, 1994

Chairman Rahall and members of the Committee, thank you for allowing me to testify today to request that project specific statutory authorization for four important transportation projects be included in the National Highway System legislation.

I wish to take a few minutes of your time today to discuss these projects and their importance in improving roadway safety, reducing traffic congestion in eastern Connecticut, and helping the region recover from both the economic recession and the defense drawdown. I have submitted four projects for consideration: two multimodal transportation centers and two roadway reconstructions.

The first project I wish to describe, a Regional Transportation Center for the City of Norwich, is the most ambitious and has the potential to reduce traffic congestion on Route 2 and significantly improve the area's economy. The transportation center would act as a central bus transfer

station. It would also create 350 parking spaces in a city where 75% of the public parking spaces are currently leased. The cost for this project is estimated by the City to be $6 million.

The need for this transportation center has increased for two reasons. First of all, the State has announced its intention to build a 100,000 square foot office building in downtown Norwich, an important step to improving the area's employment outlook. Since there is currently no parking facility to accomodate the 100 to 200 state employees who will be coming into the city, the proposed transportation center is crucial. The parking it will supply will also allow commuters to park and take the bus to their work destinations throughout Connecticut. Additionally, the opening of Foxwoods Casino seven miles from Norwich has caused extreme traffic congestion on Route 2, which is part of the National Highway System. In fact, I have received reports of local residents essentially being confined to their homes for several hours because of the traffic jams. The center will help to alleviate the congestion by allowing patrons of the casino to park at the transportation center and take the bus to Foxwoods.

I urge you to invest the $6 million necessary to build the Norwich Transportation Center because it is just the type of project described when this funding category was established. It is essential to the local economy, and is borne of unpredicted increases in the level and location of population, employment and economic growth, and fiscal constraints faced by transportation officials. It enables employment increase by providing parking

capacity to ensure the success of the State project. Recommendations made in the Regional Economic Development Plan authored by Arthur D. Little consultants would be enabled. This specifically included a future regional tourist shuttle bus service, and a garage for alternative energy vehicles such as those being explored by some local companies. Finally, stifling regional traffic congestion is relieved by an efficient Southeastern Area Transit Bus Company transfer center and a facility to enable a shuttle bus and limousine service for casino employees and workers.

I have submitted two roadway reconstruction projects. The Town of Putnam is located less than two miles from I-395, but the town's access to the interstate is constrained by the poor condition of the connecting roadway. I have requested $1.5 million, to upgrade the Kennedy Drive roadway. This 1.5 mile stretch of road is the critical link for all commuter traffic to Southeastern Connecticut, Providence, Worcester, and Boston. The project is in the long-range transportation plan for Northeastern Connecticut, but Connecticut DOT has informed the town that funding will be difficult.

The Country Club Road Realignment in the City of Middletown is needed primarily for safety purposes, but also to increase flow capacity on the major east-west arterial in Middletown. Numerous accidents, including fatalities, have occurred on this portion of the road, because of the curves, the incline in the road which coincides with the curves, and poor drainage. This part of the road is adjacent to land used for schools,

recreation, and residences, which underlines further the need for the safety improvements. I have requested $1.6 million for this project.

Finally, I am requesting $500,000 for the Windham Intermodal Transportation Center project. This project would facilitate mass transit and ridesharing, providing critical support for the Windham Mills project, which will create 1250 jobs through a redevelopment of 900,000 square feet of historic mill space. The Transportation Center is to include a covered passenger waiting area, 4000 square feet building for buses and vans and a commuter parking lot.

All of these projects would greatly improve Connecticut's surface transportation systems, increase safety and provide economic benefits to the region. Unfortunately, regular ISTEA formula funds have not been able to adequately fund these projects. Once again, I appreciate your time to allow me to testify today to support my request for project specific statutory authorization for four important transportation projects as you draft the National Highway System legislation.

TESTIMONY ON THE HONORABLE BART GORDON

BEFORE THE PUBLIC WORKS AND TRANSPORTATION
SUBCOMMITTEE ON SURFACE TRANSPORTATION

MARCH 15, 1994

Mr. Chairman and members of the subcommittee, thank you for holding this series of hearings on the authorization of the National Highway System. I have submitted to the subcommittee and the full committee information regarding the continuation of two projects authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

The first project is the continuation of the replacement of the Old Nashville Highway bridge in Rutherford county which was initially authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The originally authorized project called for the replacement of the existing structure and the construction of a new bridge with an elevated pedestrian walkway and linkage to nearby multi-purpose trail. We are ready to move to the second phase of the project and do not want to interrupt construction. I am requesting an authorization of $8.6 million to complete the next phase.

The current structure is 20 feet in width and is considered "functionally obsolete" by the Tennessee Department of Transportation. Under current conditions, two school busses must nearly stop to safely pass each other on the bridge. At the suggestion of the State Department of Transportation, the new structure initially authorized by ISTEA should include two 12 foot lanes for vehicular traffic with 3 foot curbs on each side and a 1 foot guard rail on either side. The south side of the bridge shall include a 5 foot elevated walkway with a ramp to link the historic Stones River National Battlefield trail to the bridge walkway. The total width of the bridge will be 37 feet.

The second phase will integrate various segments of an existing alternative transportation system including various historical landmarks in and around Murfreesboro, Tennessee. Segments to be connected include the Stones River National Battlefield, the historic county courthouse, downtown Murfreesboro, Middle Tennessee State University, cultural landmarks, and wetland and other natural resource locations. The expansion project will provide for, but is not limited to, the design and construction of an integrated trail system, parking facilities, canoe and boat launching facilities for Stones River, interpretation and preservation of natural resources, historical and cultural interpretation, economic and community development, natural resource preservation and aquisition of land for accompanying or related facilities.

Rutherford County is part of a five county non-attainment area designated by the Environmental Protection Agency (EPA) under the Clean Air Act. Completion of this project will decrease automobile traffic and emission, encourage the use of non-vehicular transportation, and provide a safe, efficient and environmentally sound means to visit the various important points of interest in Murfreesboro for residents and visitors.

The second project is the continuation of a project authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The original authorization is to conduct a feasibility study and construction of an alternative transportation system in Murfreesboro, Tennessee. We are ready to proceed with the construction phase of this project and implement the recommendations of the study. I am requesting an authorization of $7.7 million to construct the alternative transportation system recommended by the study.

The study recommends infrastructure improvements which will encourage and facilitate alternative forms of transportation to the automobile. Rutherford County is part of a five county non-attainment area under the Clean Air Act. Any effort to reduce automobile emissions and to advance the utilization of the alternative forms of transportation will benefit the environment and allow the area to return to attainment status. For every 100 miles travelled by transportation other than an automobile, the following pollutants are kept out of the air: 4.2 pounds of carbon monoxide, .3 pounds of hydrocarbons, .4 pounds of nitrogen oxides and 94 pounds of carbon dioxide.

I would prefer both of these projects receive contract authority under ISTEA since both were initially authorized and funded in this manner. In the alternative, I would appreciate an authorization for the amounts requested to be funded from general revenues.

Finally, I would appreciate the committee including report language encouraging the Tennessee Department of Transportation to pay special attention to two projects. First, the construction of High Occupancy Vehicle (HOV) lanes on Interstate 24 into and out of Nashville, Tennessee. As I mentioned earlier, the five counties surrounding and including Nashville are a non-attainment zone under the Clean Air Act. My home county of Rutherford which is one of the five is the fastest growing county in Tennessee, and is one of the fifty fastest growing in the county. The commuter traffic from Rutherford County into and out of Nashville continues to strain the existing infrastructure. I-24 is part of the proposed National Highway System and is well-suited for HOV lanes. So that multi-passenger commuter transportation can be accommodated and encouraged, special emphasis needs to be placed on contructing HOV lanes in I-24.

Second, I-24 and Elam Avenue currently intersect in Rutherford County, but there is no ingress and egress to I-24. In order to accommodate the increasing population and traffic in this area an interchange is badly needed. Again, I would appreciate the committee including report language which encourages the state to proceed on an expedited schedule the construction of an interchange.

Mr. Chairman and members of the subcommittee, thank you again for holding this hearing and allowing me to testify. Each of these projects is important to me, and, more importantly, to the people of middle Tennessee. I appreciate your past help on improving our country's intermodal infrastructure. I'll be glad to answer any questions the subcommittee may have.

Regional Transportation District

1600 Blake Street
Denver, Colorado 80202-1399
303/628-9000

STATEMENT OF KENNETH N. HOTARD

CHAIRMAN OF THE BOARD
DENVER REGIONAL TRANSPORTATION DISTRICT

BEFORE THE

SUBCOMMITTEE ON SURFACE TRANSPORTATION
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
U.S. HOUSE OF REPRESENTATIVES

MARCH 15, 1994

An Equal Opportunity / Affirmative Action Employer

CHAIRMAN RAHALL AND MEMBERS OF THE SUBCOMMITTEE, MY NAME IS KENNETH HOTARD AND I AM THE CHAIRMAN OF THE BOARD OF DIRECTORS OF THE DENVER REGIONAL TRANSPORTATION DISTRICT -- RTD. JOINING ME TODAY IS MR. PETER CIPOLLA, RTD'S GENERAL MANAGER. I APPRECIATE THIS OPPORTUNITY TO INFORM YOU OF OUR PROGRESS IN DEVELOPING A RAPID TRANSIT SYSTEM IN THE DENVER REGION. I WOULD ALSO LIKE TO REQUEST YOUR ASSISTANCE IN ADVANCING ONE PART OF THAT SYSTEM -- THE SOUTHWEST TRANSIT CORRIDOR.

RTD PROVIDES TRANSIT SERVICE TO THE 2 MILLION RESIDENTS OF THE SIX COUNTIES AND 39 MUNICIPALITIES IN OUR 2,300 SQUARE MILE DISTRICT, ONE OF THE LARGEST TRANSIT DISTRICTS IN THE NATION. OUR FLEET OF 800 BUSES CARRIED OVER SIXTY-ONE MILLION PASSENGERS IN 1993.

RTD ENJOYED A VERY SUCCESSFUL YEAR IN 1993:

- OUR ANNUAL RIDERSHIP GREW BY 5.6 PERCENT, THE SEVENTH YEAR IN A ROW THAT RIDERSHIP INCREASED.
- WE CONTINUED CONSTRUCTION OF OUR 5.3 MILE CENTRAL LIGHT RAIL LINE, OPENED OUR LIGHT RAIL OPERATIONS AND MAINTENANCE FACILITY AND BEGAN TESTING OUR LIGHT RAIL VEHICLES. ALL OF THESE COMPONENTS OF THE LIGHT RAIL SYSTEM HAVE BEEN FUNDED SOLELY WITH RTD LOCAL REVENUE. LIGHT RAIL SERVICE WILL BEGIN IN OCTOBER, 1994.

- WE CONTINUED CONSTRUCTION OF THE NORTH I-25 BUS/HIGH OCCUPANCY VEHICLE LANE PROJECT WHICH WILL OPEN IN LATE 1994, ON SCHEDULE AND WITHIN THE PROJECT BUDGET. THIS MAJOR PROJECT REPRESENTS AN RTD JOINT EFFORT WITH THE COLORADO DEPARTMENT OF TRANSPORTATION, THE CITY AND COUNTY OF DENVER, FTA AND FHWA.

WE RECEIVED THE AMERICAN PUBLIC TRANSIT ASSOCIATION'S PUBLIC TRANSPORTATION SYSTEM OUTSTANDING ACHIEVEMENT AWARD, WHICH RECOGNIZED RTD AS THE NUMBER ONE PUBLIC TRANSIT SYSTEM IN THE NATION IN 1993.

RTD IS PROUD OF OUR SUCCESSFUL EFFORTS TO PROVIDE EFFICIENT, RELIABLE TRANSIT SERVICE IN A MANNER THAT PROVIDES MAXIMUM BENEFIT TO OUR CONSTITUENTS WHO FINANCE OUR OPERATIONS. WE BELIEVE OUR PERFORMANCE DEMONSTRATES THAT INVESTMENTS IN PUBLIC TRANSIT ARE PRUDENT POLICY DECISIONS WHEN THE TRANSIT AGENCY DELIVERS A SIGNIFICANT RETURN ON THAT INVESTMENT.

RTD'S MOST RECENT RAPID TRANSIT PROJECT IS BEING CONDUCTED IN ACCORDANCE WITH THIS PHILOSOPHY. WE ARE CURRENTLY COMPLETING THE ALTERNATIVES ANALYSIS PHASE OF PROJECT PLANNING FOR THE SOUTHWEST TRANSIT CORRIDOR, WHICH IS CENTERED ON SOUTH SANTA FE DRIVE AND AN EXISTING RAILROAD RIGHT-OF-WAY PARALLEL TO THE ROADWAY WHICH RTD OWNS.

THE SOUTHWEST CORRIDOR HAS A LONG HISTORY AS A CRITICAL TRANSPORTATION CORRIDOR IN THE DENVER REGION. THE CORRIDOR CONNECTS DOUGLAS COUNTY, THE FASTEST-GROWING COUNTY IN THE DENVER METRO AREA, WITH THE HUB OF REGIONAL EMPLOYMENT IN DOWNTOWN DENVER. BETWEEN 1980 AND 1990 DOUGLAS COUNTY POPULATION GREW AT A RATE OF OVER 135%. TRAFFIC VOLUMES ON SOUTH SANTA FE DRIVE HAVE GROWN PROPORTIONALLY IN RESPONSE TO THE DEVELOPMENT WITHIN THE SOUTHWEST CORRIDOR. 1990 AVERAGE DAILY TRAFFIC VOLUMES RANGED FROM 40,000 TO 56,000 VEHICLES ON SOUTH SANTA FE DRIVE. STOP-AND-GO TRAFFIC CONDITIONS COMMONLY OCCUR DURING MORNING MIDDAY AND AFTERNOON PEAK PERIODS. BY THE YEAR 2015, IT IS PROJECTED THAT TRAFFIC VOLUMES ON SOUTH SANTA FE DRIVE WILL HAVE INCREASED BY OVER 150% FROM 1990, FAR EXCEEDING THE CAPACITY OF PLANNED ROAD IMPROVEMENTS.

IN ORDER TO MAINTAIN ACCEPTABLE LEVELS OF MOBILITY IN THE SOUTHWEST CORRIDOR, MASS TRANSIT MUST PLAY AN EXPANDED ROLE. INVESTMENTS IN FACILITIES TO ALLOW TRANSIT VEHICLES TO BYPASS INCREASING CONGESTION ARE REQUIRED FOR TRANSIT TO ATTRACT NEW RIDERS AND REDUCE DEPENDENCE ON THE AUTOMOBILE IN THE SOUTHWEST CORRIDOR.

THE RTD BOARD OF DIRECTORS SELECTS THE LOCALLY PREFERRED TRANSIT TECHNOLOGY FOR THE SOUTHWEST CORRIDOR ON MARCH 22. OUR METROPOLITAN PLANNING ORGANIZATION IS SCHEDULED TO APPROVE THE LOCALLY PREFERRED TECHNOLOGY IN JUNE. RTD WILL THEN BEGIN THE PRELIMINARY ENGINEERING PHASE OF THE PROJECT IN AUGUST TO REFINE THE DESIGN OF THE LOCALLY PREFERRED TRANSIT ALTERNATIVE.

AT THIS TIME WE ARE SEEKING CONGRESSIONAL AUTHORIZATION OF $116.8 MILLION IN FEDERAL TRANSIT ADMINISTRATION SECTION 3 FUNDS FOR THE ENGINEERING, DESIGN AND CONSTRUCTION OF A RAPID TRANSIT PROJECT IN THE SOUTHWEST CORRIDOR.

RTD BELIEVES THIS PROJECT MERITS AUTHORIZATION FOR THE FOLLOWING REASONS:

- THE SOUTHWEST CORRIDOR IS THE DENVER REGION'S FIRST PRIORITY RAPID TRANSIT CORRIDOR, AS DESIGNATED BY THE DENVER REGIONAL COUNCIL OF GOVERNMENTS, OUR REGION'S METROPOLITAN PLANNING ORGANIZATION, IN 1989.

- THIS PROJECT IS INCLUDED IN BOTH THE METROPOLITAN AND STATE TRANSPORTATION IMPROVEMENT PLANS AS WELL AS THE FINANCIALLY CONSTRAINED REGIONAL TRANSPORTATION PLAN.

- THIS PROJECT ENJOYS THE WIDESPREAD SUPPORT OF THE CITIES AND COUNTIES OF THE DENVER REGION AND THE PUBLIC AT LARGE. MOST RECENTLY A TOTAL OF 75 CORRIDOR AND REGIONAL MEETINGS AND HEARINGS HAVE BEEN HELD ON THE SOUTHWEST TRANSIT CORRIDOR AS PART OF THE ALTERNATIVES ANALYSIS PROCESS.

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- RTD AND THE COLORADO DEPARTMENT OF TRANSPORTATION HAVE MADE SUBSTANTIAL INVESTMENTS IN THIS CORRIDOR OVER THE PAST 10 YEARS. USING LOCAL FUNDS, RTD HAS CONTRIBUTED $15 MILLION TO THE COST OF GRADE-SEPARATING INTERSECTIONS ALONG SANTA FE DRIVE AND $7.5 MILLION FOR THE PURCHASE OF OVER 10 MILES OF RIGHT-OF-WAY BETWEEN SANTA FE DRIVE AND ADJACENT RAILROAD TRACKS TO RESERVE FOR FUTURE RAPID TRANSIT USE. IN ADDITION, RTD IS CONSTRUCTING 5.3 MILES OF LIGHT RAIL TRANSIT THROUGH THE DENVER CENTRAL BUSINESS DISTRICT WITH $116.5 MILLION OF LOCAL FUNDS. THIS LIGHT RAIL PROJECT WILL PROVIDE AN INTERFACE WITH THE SOUTHWEST CORRIDOR TRANSIT PROJECT. RTD HAS SPENT OVER $150 MILLION IN LOCAL FUNDS TO PRESERVE RIGHT-OF-WAY, CONSTRUCT AN INITIAL RAPID TRANSIT LINE AND GRADE-SEPARATE THE SOUTHWEST CORRIDOR.

- RTD HAS COMMITTED $4.8 MILLION OF OUR FTA SECTION 9 FUNDS AND $1.2 MILLION OF OUR OWN FUNDS TO CONDUCT THE SOUTHWEST CORRIDOR PRELIMINARY ENGINEERING AND FINAL ENVIRONMENTAL IMPACT STATEMENT FROM AUGUST, 1994 TO JUNE, 1995.

- THE SOUTHWEST RAPID TRANSIT LINE WILL SERVE THREE MAJOR ACTIVITY CENTERS: THE DENVER CENTRAL BUSINESS DISTRICT, A MAJOR REGIONAL SHOPPING CENTER IN ENGLEWOOD, AND THE LITTLETON CENTRAL BUSINESS DISTRICT. THE SHOPPING CENTER IN ENGLEWOOD IS UNDERGOING REDEVELOPMENT PLANS AND A RAPID TRANSIT STATION WILL BE INTEGRATED INTO THE DESIGN. A RAPID TRANSIT STATION IN LITTLETON WILL SERVE THE CITY OFFICES, THE ARAPAHOE COUNTY COURT HOUSE, THE LITTLETON CENTRAL BUSINESS DISTRICT AND THE ARAPAHOE COUNTY COMMUNITY COLLEGE. IN ADDITION, A MAJOR AQUARIUM IS PLANNED WITHIN WALKING DISTANCE OF THE LITTLETON STATION.

- NO ENVIRONMENTAL, SAFETY OR OTHER CONCERNS OR OBSTACLES HAVE BEEN IDENTIFIED REGARDING THIS PROJECT. THE PROJECT WILL OPERATE IN ITS OWN RIGHT-OF-WAY AND BE GRADE-SEPARATED FROM ALL CROSS STREETS. THIS WILL ELIMINATE ALL POTENTIAL PEDESTRIAN AND AUTOMOBILE CONFLICTS.

- THE FTA FUNDS FOR WHICH WE SEEK AUTHORIZATION CAN AND WILL BE FULLY OBLIGATED BY THE END OF FISCAL YEAR 1997. FINAL DESIGN FOR THE SOUTHWEST CORRIDOR PROJECT WILL BE CONDUCTED FROM THE SUMMER OF 1995 TO AUGUST 1996. CONSTRUCTION WILL OCCUR FROM SEPTEMBER 1996 THROUGH DECEMBER 1998.

FOR THESE REASONS, WE BELIEVE THAT THE SOUTHWEST TRANSIT CORRIDOR PROJECT RESPONDS TO THE PRINCIPLES OF FISCAL RESPONSIBILITY, TECHNICAL MERIT AND PUBLIC SUPPORT. WE ARE SEEKING YOUR SUPPORT AND AUTHORIZATION OF THIS IMPORTANT PROJECT.

THANK YOU FOR THIS OPPORTUNITY, AND YOUR CONSIDERATION OF OUR REQUEST.

Downtown Denver
I-25
Sheridan
Colfax
Federal
Broadway
Alameda
Florida
I-25
Evans
South Santa Fe Drive
Hampden
Belleview
Wadsworth
University
Colorado
C-470
Highlands Ranch Pkwy.
Study Area
Southwest Corridor
Central Corridor LRT (Opens 1994)

TESTIMONY OF SUPERVISOR GERALD W. HYLAND

ON BEHALF OF FAIRFAX COUNTY, VIRGINIA

REGARDING FAIRFAX COUNTY PARKWAY
FROM I-95 TO TELEGRAPH ROAD

BEFORE THE

SUBCOMMITTEE ON SURFACE TRANSPORTATION

U.S. HOUSE OF REPRESENTATIVES

MARCH 15, 1994

Good afternoon Mr. Chairman and members of this Subcommittee. My name is Gerry Hyland and have served as the elected Member of the Fairfax County, Virginia Board of Supervisors from the Mt. Vernon District since 1988. In addition to my many Board responsibilities, I also serve on the Boards of the Virginia and National Association of Counties, and on the Board of the Washington Metropolitan Area Council of Governments.

I would like to thank the Subcommittee for the opportunity to present this testimony and recognize the exemplary work of Congresswoman Leslie Byrne, a distinguished member of this Subcommittee, on a host Northern Virginia transportation matters and express the County's appreciation for her long-standing support of this project.

Fairfax County is one of the fastest growing areas of the nation. Our population now stands at 850,000, making us the equivalent in size to the 11th largest city in the United States. Further, my district is projected to remain the largest in the County (now at 111,000) through the year 2020 (when it will reach 133,500). With a nearly 2 percent annual rate of population growth, our County's transportation infrastructure is being heavily strained.

I am here on behalf of the entire Fairfax County Board of Supervisors, which has established completion of the Fairfax County Parkway/Franconia-Springfield Parkway (hereafter referred to as "the Parkway") as its single most important transportation priority. The Parkway is a 35-mile major controlled access facility located entirely in Fairfax County, Virginia. The design provides for a four and six lane shoulder section initially with provision for future expansion to six and eight lanes. A multi-purpose bikeway/trail runs the entire length of the project.

The roadway begins in the northwest corner of Fairfax County at the Route 7/Algonkian Parkway intersection and traverses the County, ending at Route 1 and Beulah Street in the southeast. The link between Rolling Road and Beulah Street is named the Franconia-Springfield Parkway while the remainder (Route 7 to Route 1) is called the Fairfax County Parkway. The Parkway is the County's only circumferential highway outside the Capital Beltway. It links with three major limited access facilities, I-95, I-66, and the Dulles Toll Road. When complete, the Parkway will enable vehicles to travel directly from Reston in the northwest part of the County to Route 1 in the Southern-most part of the County. The Parkway will also provide major access to the Franconia-Springfield Metrorail Station and Transportation Center as well as Fort Belvoir and the proposed Engineering Proving Grounds Development.

We urge your support at this time for ISTEA authorization of a critical unfunded segment of the Parkway project, I-95 at Newington to Telegraph Road. The initial phase of the project for which funding is requested begins at Newington Road, immediately south of the I-95 Newington/Backlick Road interchange (now under construction as part of the I-95 HOV Lanes Extension), and ends with a grade-separated interchange at Telegraph Road. This segment will

provide a four lane access-controlled facility generally following the existing Backlick Road alignment. This one mile portion of the larger Parkway project is designed to provide direct access from I-95 to Fort Belvoir located in the Route 1 area.

The total cost to complete this segment is $57 million with $43 million required for land acquisition, and $14 million for construction including utility relocation.

This project is most meritorious for authorization of Federal funds and represents an extraordinary undertaking in several respects:

- the Parkway represents a mature project with more than 80 percent either completed or funded for construction. The project boasts a phenomenal track record for meeting planned milestones on-time and on-budget. There can be no doubt that the project is ready to go and that the funds we are seeking can be fully obligated during the remaining three years of ISTEA.

- the project enjoys widespread community, regional and State support. The Commonwealth of Virginia, Fairfax County and private developers have already committed $386 million to the project, with an additional $64 million in publicly-approved bonds also committed to date. These resources account for the lion's share of funding required to complete the entire Parkway project. But with the capacity for County and State resource commitments nearly exhausted for a project of this magnitude, this critical link will not come to fruition without access to federal resources.

- we face an enormous challenge in Fairfax County over the next decade as we work to ease growing traffic gridlock and sustain a quality of life of which we are most proud. Importantly, it will ease traffic burdens throughout the region by relieving the exponential growth of vehicular traffic on the Beltway (495) and the County's secondary roads. Many will be surprised to learn that 1990 census data reveals that more than half of the County's residents work within the County. Nearly 75 percent work in Virginia, with only 20 percent presently working in the District. Such cross-County commuter traffic brings with it difficult burdens for our road system and tremendous challenges. We have worked diligently to fashion transportation plans which meet these challenges. In this instance, we have endeavored to accommodate the rather significant growth envisioned for the Fort Belvoir and EPG sites and are now assessing the transportation impacts of a monumental development plan under development by the Army for the area.

Now please allow me to detail for you, Mr. Chairman and Members of this Subcommittee, the essential rational for this project and the cost assumptions built into our request.

Fort Belvoir Growth

Fort Belvoir, as you may be aware, is a major Army installation with a development mission to become an administrative support center providing services throughout the region. Certain growth in employee commute trips to this particular area of the County will only exacerbate acute infrastructure problems we already face. The recent restructuring of many military installations associated with the Base Realignment and Closure Program (BRAC) will result in very significant changes at Fort Belvoir in the southern portion of Fairfax County. The immediate impact of these actions will be the addition of approximately 4,500 employees to Fort Belvoir and 600 additional peak hour vehicles on the Backlick Road/Fairfax County Parkway alignment in 1995. Additional relocations of facilities to the Fort are also anticipated and under consideration. The near-term influx of employees to the Fort will significantly impact existing roads in southeastern Fairfax County, most of which are already operating under congested conditions during the peak commuting hours. Further, a major public-private development plan has been developed by the Army and the County is presently assessing the massive transportation and other infrastructure components of the plan.

In order to attempt to mitigate some of the impacts of the Fort Belvoir expansion, the Department of Defense has proposed utilizing Defense Access Road Program (DARP) funds to complete the southernmost 1.8 miles of the Fairfax County Parkway between Telegraph Road and Route 1. With the anticipated approval of Defense Access Road Program funds for construction of the roadway immediately to the south of this project, and construction of the segment to the north (the reconstruction of the I-95/Newington interchange and Parkway construction between Fullerton and Newington Roads) nearing completion, a major gap between the I-95/Newington interchange and Telegraph Road will exist in the network serving Fort Belvoir and the surrounding area. A significant percentage of existing and future employees at Fort Belvoir will need to use this connection to I-95, Telegraph Road, and Route 1. Funds are requested to close the gap, thereby providing a continuous four lane, limited access roadway linking I-95 to Route 1.

The Fairfax County Parkway has been designated as a National Highway System (NHS) Route. In addition, the segment for which immediate funding is requested is also on the Strategic Highway Network (STRAHNET).

Non-Federal Resource Commitments and Project Timetable

Funding to date for the Fairfax County Parkway/Franconia-Springfield Parkway is: $99 million in State funds, which includes the Federal share; $64 million in State bonds; $260 million in Fairfax County bonds and other funds; and $27 million in developer contributions. These resources in hand account for total funding to date of $450 million. We have not relied on access to Federal resources to date.

All Preliminary Engineering has been completed and a Final Environmental Impact Statement was approved by the Federal Highway Administration. The project is ready to proceed to land acquisition.

When funding is received, VDOT will be in a position to begin acquiring right-of-way for the segment from the I-95 interchange through the Telegraph Road interchange. It is expected the right-of-way acquisition process could begin within 30 days after receipt of the necessary funding.

The project is included in the Transportation Improvement Program for the Washington Metropolitan Region (FY 1994-1999).

The Transportation Coordination Council of Northern Virginia has designated the Fairfax County Parkway/Franconia-Springfield Parkway as one of three top priorities in the Northern Virginia Region. (The TCC is comprised of local government appointees for the 15 jurisdictions within Northern Virginia, General Assembly appointees to regional transportation bodies, and the Northern Virginia Commonwealth Transportation Board member.)

Conclusion

In closing, Mr. Chairman, an absolute need for federal resource commitments is present. The congestion mitigation and air quality enhancement benefits are clear and compelling. With widespread community support, and the environmental impact assessments complete, we can provide absolute assurance that every cent of the funding authorization we seek will be fully obligated over the next three year period. We have met the challenge of the Subcommittee's thoughtful investment criteria and now hope that the merit of this request will lead to favorable Subcommittee action. Again, thank you for the opportunity to present our case.

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STATEMENT OF CONGRESSMAN JAY INSLEE

SURFACE TRANSPORTATION SUBCOMMITTEE
March 15, 1994

Mr. Chairman and Members of the Subcommittee, I would like to thank you for the opportunity to testify before your committee today. I am here to discuss several transportation projects which will help to modernize Central Washington state. The substantial growth in Central Washington has made highway repair and expansion a necessity. In particular, the Tri-Cities of Richland, Kennewick, and Pasco and the city of Yakima have grown at a substantial rate, requiring residents to use what were residential streets as major thoroughfares. This pressure has resulted in several accidents and much congestion.

The first of these projects is the Chelan-Douglas Multi-Modal Center, to be located in downtown Wenatchee, Washington. This project demonstrates the definition of inter-modalism: it will combine rail, bus, bike, car, and pedestrian traffic. For this project, the citizens of Wenatchee are requesting $8.14 million in federal funds. This center has a great deal of support from the local community and should be complete before the reauthorization of the Intermodal Surface Transportation Efficiency Act.

The next project, entitled the Gateway Project, in Yakima, Washington, will help reduce traffic in downtown Yakima, provide a secondary access for those attending recreational activities in the Sun Dome, and encourage commercial

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development. Combined with financial support from the local community, this request before the committee totals $22.1 million.

The next project I am discussing will provide the residents of Moses Lake, Washington a second lake crossing and an additional business route. The goal of this project is to reduce traffic along the city's main route, which has a traffic count of roughly 25,000 cars a day. Just recently, the city of Moses Lake was highlighted as the fastest growing city in the state. As I cannot be joined by Mayor Rimple and Mr. Daryl Jackson, who have worked diligently on this issue, I ask your consideration of their request for $31 million in federal funds.

I was alerted to the urgency of the next project by a group of concerned citizens in Pasco, Washington. During a visit to my district, I was taken to an intersection in Pasco which has been the scene of several automobile accidents. Within minutes of arriving at the intersection at State Route 12, I witnessed a near hit. The request before the committee for $12.8 million in federal funds would strive to provide Full Access Control in order to reduce the number of accidents along the route. As a proposed National Highway System route, State Route 12 acts as a major avenue for residents, freight, and goods throughout eastern Washington.

State Route 240, which runs from Richland to Kennewick, is the primary multi-lane direct access highway from Interstate 182 to the Department of Energy Hanford site in Richland. In order to alleviate problems on one of the Tri-Cities busiest corridors, the request for $93.6 million will help to add a lane in each direction, add three interchanges, replace three more interchanges, and replace a bridge along the route. The state plans to complete this project in stages, ending

in the year 2002. Additional requests for State Route 240 are concerned with the section of the route north of the city of Richland and across the DOE Hanford site. Originally designed over forty years ago to discourage use, this route is in need of repair. The $2 million request will assist in the effort to widen the shoulder and improve the route.

In the effort to improve traffic flow, the citizens of Kennewick would greatly benefit from the request for $2.6 million before the committee. Improvements to Edison Street, from West 10th Avenue to Columbia Drive, will alleviate constrains along this route, and will entail the construction of an interchange with SR240.

The $702,000 request before the committee will go to reducing traffic congestion in downtown Benton City. The bypass route from Babs Avenue to 13th Street will allow for the rerouting of traffic destined for the industrial area away from the narrow downtown streets, thus ensuring safety to pedestrians and drivers.

U.S. Route 395, a proposed NHS Congressional High Priority Route, is an additional demonstration project for which federal funds are being requested. The $52 million request will go to develop Full Access Control on the existing route between the cities of Pasco and Connell. The goal of improving this route is crucial to the development of the economy of eastern Washington and to the safety of its residents.

Entitled "Uniting a Town Divided," this next project proposes to unite the northern and southern halves of the city of Quincy, which is currently divided by

railroad tracks. The city respectfully requests $1 million to rebuild Central Avenue from Highway 28 to "A" Street Northwest. The goal of this project is to provide access to either half of the city irrespective of railroad traffic. Furthermore, improvements to Central Avenue will allow for increased pedestrian and automobile safety.

In addition to the highway improvement projects which I am discussing today, I would also like to request funds for the purchase of two 26-car-unit grain trains. This request for $1.9 million would greatly assist the many grain farmers in eastern Washington. For several years, farmers east of the Cascade Mountains have mentioned the need for additional covered hopper grain cars for shipping their product. This would not only reduce highway congestion and pollution, but would increase safety and funds for road maintenance.

The final project being considered by the committee would widen State Route 2 from the town of Leavenworth to the junction of State Route 97. In order to reduce traffic hazards and ease congestion along this route, I am requesting $24.8 million for this project. Leavenworth is modelled after a small Bavarian town and many tourists visit the area throughout the year. Ensuring a safe and easy route to the town from the main highway can only serve to augment the tourist trade of the area.

In closing, I would like to thank the Chairman and the Members of the committee for allowing me the opportunity to testify on behalf of the residents of Central Washington. I respectfully request your consideration of these projects and I thank you for your time.

TESTIMONY OF CONGRESSMAN PAUL E. KANJORSKI
BEFORE THE SUBCOMMITTEE ON SURFACE TRANSPORTATION

MARCH 15, 1994

Mr. Chairman and members of this subcommittee, I am pleased to have the opportunity to testify today about the National Highway Systems bill and several provisions I request that you consider for inclusion in this important legislation.

As you are well aware, the continuing economic recovery of our nation has enabled thousands of businesses to expand their operations and create hundreds of thousands of new jobs. However, the recovery has still not occurred in every part of the country and my congressional district is among the areas which are still struggling. In that regard, it is more important than ever to invest in infrastructure to continue and stimulate economic development. In Northeastern Pennsylvania, I am working hard to ensure that the highway system is capable of meeting present and future demands.

Interstate 81 Exit 47 Fly-over Ramp

Recently, the Social Security Administration constructed a new facility in Plains Township which employs approximately 1,000 people who regularly travel on Exit 47 from Interstate 81 or nearby roads. The traffic from this new facility and other businesses which are located in the same business park has created congestion and safety problems on surrounding highways and Exit 47. I am concerned that if left unaddressed, this problem will grow worse, and deter future economic growth in the region.

In order to alleviate this problem, the Wilkes-Barre Partnership, which is a local economic development organization, in cooperation with the Pennsylvania Department of Transportation (PennDOT), has designed the "Exit 47 Fly-over Ramp" project which has a total estimated construction cost of $7,200,000. Unfortunately, although PennDOT supports the Exit 47 Fly-over Ramp proposal, it will not be able to fund the project for at least two years because the project was developed too late for the normal funding cycle. I ask that you provide $6,480,000 to match the $720,000 which PennDOT can immediately devote to the project.

U.S. Route 11

U.S. Route 11 is a major highway which enables traffic to flow north and south through numerous communities in Northeastern Pennsylvania. At one point, this four lane highway divides the Borough of Berwick, bringing heavy truck and commuter traffic to the community. This poorly planned traffic pattern is a safety hazard to the residents of Berwick and is not conducive to regional economic development.

The Borough of Berwick and the Berwick Industrial Development Authority, which is a local development organization, have expressed concern that an inadequate highway system is hampering economic growth and creating unsafe traffic patterns in the community. They have requested that a feasibility study be conducted to assess the need to construct a bypass around the downtown area as well as to determine the needed the necessity of making improvements to U.S. Route 11 between the Berwick and the Danville Borough. While PennDOT supports this study, its limited planning budget did not allow for funding it this year.

I believe it is very important to complete this study since there appears to be growing congestion and safety problem which cannot be resolved unless this matter is thoroughly examined. In this regard, I ask that this subcommittee authorize $400,000 for this study.

ISTEA Technical Corrections

As I have previously indicated to this subcommittee, PennDOT asked that two minor changes be made to Project #52 which was included in Section 1107 (b) of ISTEA. In this regard, I request that the words "and other highway projects within a 30 mile vicinity of Interstate 81 or Interstate 80 in Northeastern Pennsylvania" be added after the word "exits" in Project #52. I also ask you to strike the words "at Wilkes-Barre and Mountaintop" from Project #52.

With these corrections, the new full wording of Project #52 will read: "Design, engineer and construct 2 exits and other highway projects within a 30 mile vicinity of Interstate 81 or Interstate 80 in Northeastern Pennsylvania." It should be noted that this language is slightly different from the language that was included in Section 158 (lines 14 thru 18) of H.R. 3276 following my previous request. This revised language will enable work to move forward more quickly and will have no impact on the total cost of the projects.

National Highway System Map

Finally, it is my understanding that the legislation being considered by this subcommittee today will enable the addition of highways to the National Highway System (NHS) map. In this regard, I would like to express my interest in having U.S. Route 11, from the Borough of Danville to the City of Scranton, included on the final NHS map. U.S. Route 11 is a major highway for North-South traffic traveling between Interstate 80 and the Wilkes-Barre/Scranton corridor along the Susquehanna River.

Beside servicing a large number of residents and commercial users, U.S. Route 11 is also the main highway for a major nuclear power plant which provides electrical power throughout the region. Not only is U.S. Route 11 very important to the economy and future of the region, it is also the only evacuation road for tens-of-thousands of citizens who would have to be moved quickly in the event of a problem at the nuclear power plant.

I believe U.S. Route 11 meets the criteria for the NHS and should be included on the final NHS map. Although local economic development and elected officials support the inclusion of U.S. Route 11 on the NHS map, PennDOT was not able to place it on the map previously due to strict overall mileage limitations for the state. I believe the inclusion of U.S. Route 11 on the NHS map is critical to ensuring that this highway receives the recognition and resources it deserves.

Mr. Chairman, once again I would like to thank you and the other members of the subcommittee for the opportunity to testify about these important highway projects. It is my hope that you will recognize the significance of these projects to continued economic growth and traffic safety in Northeastern Pennsylvania and include them in the National Highway legislation that you are now considering.

ORAL TESTIMONY OF
MAYOR ERNIE KELL
March 15, 1994

Thank you Mayor Riordan. Good morning Mr. Chairman and Members of the Subcommittee.

I have been involved in the progress of the Alameda Corridor for my City of Long Beach for many years. This first of its kind project is not only vital to National economic expansion, but it is also essential for improving the environmental quality of the region. The Alameda Corridor is a key element of California's Air Quality Management Plan and the Regional Mobility Plan. The project will show the way in mitigating potentially adverse impacts of port growth, such as air pollution, traffic congestion, vehicle delays and accidents at grade crossings and noise in residential areas. These are environmental problems facing the State of California and the entire Country as well.

Mr. Chairman, here are some important numbers.

The Alameda Corridor will reduce locomotive emissions by 28 percent. Delays at grade crossings will be reduced by 90 percent. Every day over 15,000 hours of highway traffic will be eliminated. Safety will be greatly improved by the elimination of highway-railroad conflicts at nearly

200 grade crossings. These are Nationally significant numbers that can be achieved at other seaports too.

This is truly a "win-win" solution for the environment and many of the economic problems that we face today. The project enjoys wide-spread bi-partisan support from local, State, and federal governments, from industry and the general public. Our delegation here today is part of a growing coalition of public, business, labor and environmental interest groups. There is a strong consensus that this project must be built. After all, we are talking about the largest U.S. Seaport and the third largest in the world, and my City and the Port of Long Beach, for example, are eager to make the Corridor serve America. Failure to follow through with this program would disadvantage our economy and our environment.

Mr. Chairman, we respectively ask this distinguished Subcommittee to help us make the Alameda Corridor a reality.

Thank you, Mr. Chairman, and now I would like to introduce my colleague and good friend, Assemblywoman Escutia.

MARCH 15, 1994
STATEMENT OF THE MAYOR OF THE
CITY OF LONG BEACH, ERNIE KELL
BEFORE THE SURFACE
TRANSPORTATION SUBCOMMITTEE,
IN RESPONSE TO ANY QUESTION ABOUT THE
ACCOMMODATION OF TRUCK TRANSPORTATION
IN RELATION TO THE ALAMEDA CORRIDOR

There is no question that as rail access to our two ports is facilitated by the Alameda Corridor, a significant improvement in truck access must also be delivered.

Rail must not be improved without improving truck transportation at America's largest seaport. Said another way, rail upgrades must not proceed at the expense of trucking.

Cal-Trans is working on a solution for trucking that includes modification to the Long Beach Freeway and the Harbor Freeway, and while the Alameda Corridor is not planned as a major trucking throughway, it will have significant trucking capacity, especially to Route 91.

To this end, the American Trucking Association and the California Trucking Association are a part of our Alameda Corridor team so that efficient trucking access

can be assured that at least approximates the new Alameda Corridor rail access capacity.

STATEMENR OF G.R. KINDLEY

North Carolina's Remarks

Subcommittee Hearing

Surface Transportation

March 15, 1994

Thank you, Mr. Chairman and members of the Subcommittee. I am G. R. Kindley of Rockingham, North Carolina and it is a pleasure to address The Surface Transportation Subcommittee on the I-73/74 Corridor. The Intermodel Surface Transportation Efficiency Act of 1991 is truly a tremendous, and worthwhile undertaking for this great nation. Although the I-73 Corridor is but one small part of this historic Legislation, it is by no means insignificant.

As the nation has seen throughout the past twenty-five (25) years, and Interstate can be a very powerful tool. I-73, as proposed by the North Carolina Department of Transportation (NCDOT), will be just as powerful a force as Interstate 95, Interstate 40, Interstate 85, all of which greatly benefit our state and nation. This proposed Interstate will open new world markets in every state that it crosses. As proposed, I-73 would connect the industrial cities of Detroit, Toledo, and Columbus with the growing cities of the south such as Winston-Salem, Wilmington and Charleston. This vital link between these industrial and port centers will enable this part of the country to step further into the new world market.

Focusing more on the economic benefits for North Carolina, the proposed route would provide new avenues for economic development in areas which have, for the most part, been deprived of

opportunities which other areas in the state have enjoyed. The I-73 route will pass through areas of North Carolina that have virtually no interstate access. This new route will enable these areas to support the new economies that continue to grow. Using estimates of The Road Information Program (TRIP) located here in DC, we estimate that expenditures on I-73 construction could create between 1,000 and 2,000 new jobs in North Carolina. Research has shown that directing funds into the state's transportation system creates jobs for our citizens now, and creates the support system necessary to attract more industry and more jobs, which are so crucial to the South Central and South Coastal regions of North Carolina.

Too much of our industrial base is growing old and our regional economy needs this opportunity to begin to refurbish our economic base. This interstate can provide a substantial portion of the infrastructure necessary to meet the changing requirements of new industries. Existing industries will benefit as well with opportunities to increase their market reach which will have a tremendous effect on the regional job market. Investment to create more jobs with increasing pay is the best alternative to achieve the quality of life that our children deserve.

North Carolina continues to be a leader in one of the nation's fastest growing industries - TOURISM. Each year, more people are visiting the Uwharrie National Forest and the North Carolina Zoo, both located in the heart of the southern Piedmont. This increasing tourism base is also causing an overload on existing routes to the unsurpassed coastal resorts of North and South

Carolina. Even in the off season, these existing routes can be gridlocked for several hours. The new Interstate 73 as proposed can provide a safer route to the thousands of families that visit these and other attractions in this area.

Finally, the NCDOT has made it an annual practice to review the state's transportation objectives through a Statewide Transportation Improvement Program (TIP). The proposed I-73 route is consistent in every aspect to the North Carolina TIP. Each segment of the proposed route is already included as part of a project designed to improve the route to near interstate standards. Using existing and future National Highway System Funds, the NCDOT has programmed this entire route to be completed just after the turn of the century.

As the Chairman of the I-73 Association, North Carolina, I would like for this Subcommittee to consider the points I have raised. In doing so, I would further like to request the portion of the I-73 route through North Carolina be approved as submitted and amended in December, 1993.

I appreciate the opportunity to present testimony on the status of the I-73/74 Corridor. I will be happy to answer any questions that you may have.

G. R. Kindley

Rockingham, North Carolina

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March 15, 1994

Mayor of Moorhead's Testimony Regarding House Authorization for the 34th Street Railroad Overpass Project

Morris Lanning, Mayor
Moorhead, Minnesota

Testimony Before the House Subcommittee on Surface Transportation
Rayburn House Office Building

Mr. Chairman and Committee Members,

My name is Morris Lanning and I am the Mayor of Moorhead, Minnesota. I appreciate the kind introduction and strong endorsement for our project by our District's Representative Collin Peterson, as well as the support and cooperation of Representative Oberstar. Furthermore, I wish to thank you, Chairman Rahall, and members of the Committee for the opportunity to testify.

The 34th Street Railroad Overpass project is a tied-arch bridge which will span four active and two mainline Burlington Northern Railroad tracks. These tracks carry a heavy amount of rail traffic (over 65 trains per day) from Burlington Northern Railroad's $10 million Intermodal Transfer Facility located only two miles east of the project area. This Transfer Facility is the company's major freight handling location between St. Paul, Minnesota and Billings, Montana; with nearly 20,000 loads of international and regional freight transferred from railcars to trucks each year.

This Facility, and resultant freight movement represent a significant transportation barrier which impedes the desired and planned growth of Moorhead. I wish to emphasize the emerging auto-rail exposure rate at this location ranks as one of the highest in the State of Minnesota among known at-grade sites. With the approval of NAFTA, it is anticipated that freight train traffic will increase substantially; further compounding the access, connectivity and safety problems that exist in the project area.

Therefore, the purposes of the 34th Street Project are:

1. to improve metropolitan access and regional connectivity to economic centers in Minnesota, North Dakota, and southern Canada,
2. to eliminate serious auto-rail safety conflicts, while maximizing the economic benefits of the Railroad's Intermodal Transfer Facility, and
3. to provide a more direct, efficient link between two designated NHS routes: US Highway 10 and Interstate 94, something that currently does not exist in the urbanized area.

The total cost of our project is $11,218,000. Due to the critical importance of this project to the region, local governments are willing to increase by 50% the customary local match required of federal demonstration projects. We will contribute $3,365,400 (or 30%) of the total cost of the project from local funds; of which $1.4 million has already been locally spent or committed. We feel this extraordinary local commitment is significant, and urge Congress to fund this project no later than 1996.

This project holds the key to sustaining current and future economic growth for our community of 32,000 people, as well as the 155,000 persons that live within our bi-state metropolitan area. Additionally it improves access to agricultural markets; enhances well planned urban growth; and demonstrates a level of private/public and intergovernmental cooperation that is, quite frankly, remarkable.

As requested by the Committee, Moorhead did submit a very detailed project description of our 34th Street Railroad Overpass Project which directly responded to the eighteen points of inquiry announced by Chairman Rahall in his remarks before the House of Representatives. The most noteworthy points of that Report are summarized as follows:

* The initial planning for this project was begun by the Fargo-Moorhead MPO in 1986. Over the past eight years through cooperation among the Cities of Moorhead and Dilworth, Clay County, Moorhead Township, the Moorhead School District, various private development interests and the Burlington Northern Railroad the roadway corridor was preserved, all prerequisite engineering/environmental planning was completed, jurisdictional responsibilities accepted, and local financial assistance committed.
* The project will create over 500 new jobs, and approximately $10 million per year in increased local payroll.
* The project will generate over $230 million of new residential, multi-family, commercial and industrial investments.

* The project will prevent the occurrence of fatalities and accidents by eliminating 650,000 daily auto-rail exposures (over twice the State's justification threshold for a grade separation).
* The project's overall benefit to cost ratio is 22:1.
* The project was identified as one of the top three transportation priorities by the Minnesota Department of Transportation for new federal funds, it has evolved from our metropolitan planning organization's planning process, and is a top priority within the Metropolitan Transportation Plan and the Metropolitan Transportation Improvement Program (TIP).

Since good planning and intergovernmental cooperation were critical to the successful development of this major project, the City was not fully prepared and therefore did not seek project authorization during the formulation of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. However, by 1993, upon the completion of our prerequisite project planning activities, and, with Congressman Peterson's assistance, the City did request Congressional funding. Due to its merits this project was one of the few included for funding in last year's House Transportation Appropriations Bill. The legislative difficulties that arose last year are understood. However, Mr. Chairman, your willingness to consider new projects for authorization, now provide us the opportunity to secure the federal assistance required to accomplish this urgently needed project.

As noted our project's cost exceeds $11.2 million. While we have obtained through the normal ISTEA process, a funding commitment from MnDOT of approximately $500,000 for a portion of the corridor's roadway construction, the overpass' cost exceeds even MnDOT's federal capacity. I wish to note in Minnesota, ISTEA funds are targeted to regional areas, and west central Minnesota only receives $11 million a year for all levels and type of ISTEA projects (i.e., bridge, NHS, safety, enhancements, county and city projects, etc.). As the Committee members can see, our overpass project would exhaust the entire twelve county area's annual target amount.

Thus the 34th Street Railroad Overpass project, although it will generate very significant economic and safety benefits, is beyond the local, regional, or state capacity to fund. However if Congress would include this project in its new authorizations and appropriations, it could be accomplished; and the ensuing benefits to our metropolitan area, the region and nation could be achieved. These benefits would directly address the President's call to "Rebuild America" by providing a metropolitan transportation network that contributes to economic growth, productivity, global competitiveness, intermodal connectivity, and safety hazard elimination.

Therefore, Chairman Rahall, on behalf of the citizens of Moorhead and the residents of our metropolitan area, I respectfully request that this Committee include the 34th Street Grade Separation Project in its ISTEA authorization priorities

Thank you very much for your thoughtful consideration.

COMMENTS

George W. Lester, II, Chairman
William D. Goldston, Jr., Vice-Chairman

SUBCOMMITTEE ON SURFACE TRANSPORTATION

March 15, 1994

Mr. Chairman and members of the subcommittee, Senator Goldston and I are grateful to appear before you today to represent Job Link, a committee of 15 citizens from the counties between the metropolitan areas of the Roanoke Valley -- Roanoke, Salem, Vinton and the surrounding counties -- of Virginia and the Piedmont Triad -- Winston-Salem, Greensboro, High Point and surrounding counties -- of North Carolina. The counties we represent are Rockingham in North Carolina and Henry and Franklin in Virginia. We also represent the City of Martinsville.

Job Link has one purpose -- to promote construction of an interstate-quality highway connecting these metropolitan areas, which are approximately 90 miles apart.

The nomenclature for the interstate highway system is that odd-numbered routes are north-south. Interstate 81 begins in New York state and basically follows a north-south direction until it reaches the Roanoke Valley, where it becomes an east-west route. Interstate 85 begins in Petersburg, Virginia, and generally follows a north-south route except for a western turn near Durham.

The result is a 90-mile missing link of interstate highway. We can make a case that Interstate 81 should have continued south at Roanoke and connected with I-85 and I-40 in the Piedmont Triad.

We submit that for both economic development and safety reasons, an interstate-quality highway is needed to connect the metropolitan areas.

The goals of ISTEA would be met by such a road. Connecting urbanized areas and intermodal transportation are major goals of ISTEA that our route meets. Roanoke is a major rail center with a modern, but under-utilized regional airport. Thus, the opportunity exists for intermodal transportation in this project. Connecting the metropolitan areas via such an interstate-quality highway would link a population of 1.5 million within 100 miles. There are many similarities in the region and much interaction among people and businesses.

Without the interstate-quality highway, three distinct regions exist. The Roanoke Valley, a metropolitan statistical area of 225,000 people; the Piedmont Triad, a metropolitan statistical area of 1.1 million people, and the three counties in between.

Those counties are suffering economically. Together, they actually lost population in the last census. Thousands of manufacturing jobs have been lost due to changes in the furniture, textile, tobacco and trucking industries. While many of those jobs have been replaced, the jobs do not pay the high wages of manufacturing and often do not carry benefits.

The per capita income in Henry County is $11,500. The average for Virginia is nearly $16,000. In Martinsville, nearly 13 percent of the families live below the poverty level. That figure is nearly double the Virginia average.

Rockingham County posted a gain in population in the last census. Its growth rate was two percent. Its neighbor, Alamance County, which has Interstate 85, had nine percent growth. Rockingham's per capita income is $15,600. The state average is $16,900. Neighboring Alamance has $17,700 per capita income.

Retail sales increased 1.5 percent in Rockingham in the past decade. Retail sales in Alamance increased 16 percent.

Comparing Rockingham and adjoining Alamance County reflects the impact of an interstate highway. We believe an interstate highway through Franklin, Henry and Rockingham Counties is a key to economic revitalization of this area and to continued economic development of the Roanoke Valley and the Piedmont Triad.

Safety is an equally important reason to build an interstate-quality highway. The current highway, U.S. 220, is inadequate for today's modern vehicles. The road is four-laned in Virginia and two-laned in Rockingham County, North Carolina. However, part of the four lanes was built in 1951. Other parts cannot be upgraded feasibly. Still other parts have unrestricted access.

North Carolina is moving to four lane U.S. 220 to the Virginia line, but some of the four-laned segments have unrestricted access, and the road will not meet interstate standards.

Thousands of tractor trailers come in and out of the three-county area daily from industries such as Bassett Furniture, M-W Manufacturing, Stanley Furniture, Unifi, Miller Brewing, Virginia Apparel, American Tobacco, Sara Lee, Fleetwood Homes, Tultex, V-F Corporation, Burlington Industries and Field Mills.

These companies depend on truck transportation to ship in some raw materials and to ship out most finished products. They go all over this country, and the major road they use is U.S. 220.

The number of accidents on 220 is higher than for comparable roads and, of course, is increasing with today's powerful cars and trucks traveling a road designed 20 to 40 years ago.

Corporate headquarters now are locating near their plants. They prefer metropolitan areas for headquarters and often locate plants in lesser populated areas within a few hours' driving distance. An example is Volvo-White, which has its corporate headquarters in the Piedmont Triad and its major plant 50 miles west of Roanoke.

The combination of an adequate highway for safe transportation of people and goods and the opportunity for economic development creates a powerful case for an interstate-quality highway through these counties.

One opportunity is the proposed Interstate 73. Virginia has not reached a decision on the route to recommend to the Federal Highway Administration, but we believe our route will best meet the goals of ISTEA in connecting urbanized areas and providing the opportunity for intermodal transportation. The road also would serve the most people in Southwest Virginia.

Last month, the Virginia Department of Transportation conducted Citizen Information Meetings at five localities in Southwestern Virginia. VDOT recently released a report ranking 12 possible corridors for the route of I-73 through Virginia.

The 460/220 corridor ranked first in public support. Nearly 1,400 people registered their support for this route. The combined total expressions of support for all other alternatives was 693. The VDOT staff report also ranked the U.S. 220 corridor first in economic impact. According to the report, the 460/220 corridor would create about 5,000 jobs and result in an increase of more than $71 million in employee compensation.

However, if Virginia decides on another route, we hope you would see fit to include the proposed 90-mile connector from the Roanoke Valley to the Piedmont Triad in the National Highway System.

The benefit of filling the missing link will be jobs for our people, a stronger tax base for government, safe transportation of people and goods, and an opportunity for a quality of life that will develop a new potential for our people and our communities.

Mr. Chairman, members of the committee, thank you for your interest in our cause.

Supporting documents follow:

Maps

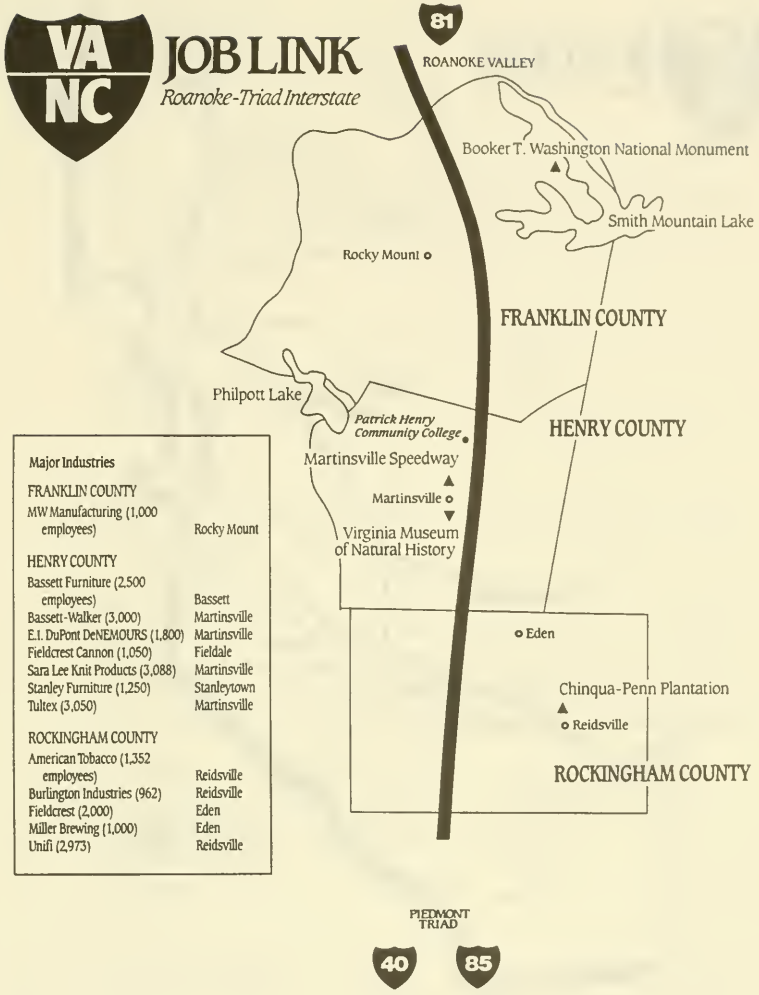
Fact sheet

Proposal for new highway project authorization

Newspaper articles

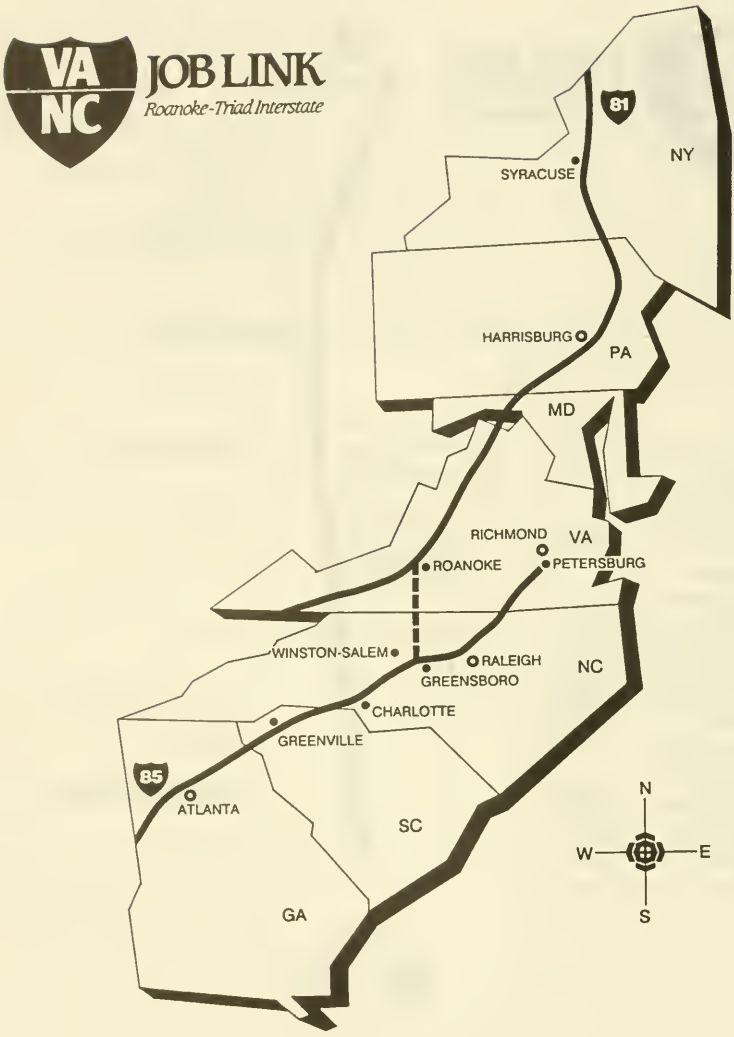
Statistical information on Rockingham and neighboring counties

Resolutions of support



Major Industries

FRANKLIN COUNTY	
MW Manufacturing (1,000 employees)	Rocky Mount
HENRY COUNTY	
Bassett Furniture (2,500 employees)	Bassett
Bassett-Walker (3,000)	Martinsville
E.I. DuPont DeNEMOURS (1,800)	Martinsville
Fieldcrest Cannon (1,050)	Fieldale
Sara Lee Knit Products (3,088)	Martinsville
Stanley Furniture (1,250)	Stanleytown
Tultex (3,050)	Martinsville
ROCKINGHAM COUNTY	
American Tobacco (1,352 employees)	Reidsville
Burlington Industries (962)	Reidsville
Fieldcrest (2,000)	Eden
Miller Brewing (1,000)	Eden
Unifi (2,973)	Reidsville


VA
NC
JOB LINK
Roanoke-Triad Interstate
81
NY
SYRACUSE
HARRISBURG
PA
MD
RICHMOND
VA
ROANOKE
PETERSBURG
WINSTON-SALEM
RALEIGH
GREENSBORO
NC
CHARLOTTE
GREENVILLE
85
ATLANTA
SC
GA
N
W
E
S

JOB LINK
Roanoke Triad Interstate

010 First Union Building
Roanoke Virginia 240
703 982 1010

Fact Sheet

- The distance between the Roanoke Valley and the Piedmont Triad is approximately 90 miles.
- Rockingham County (N.C.), Henry County/Martinsville (Va.), and Franklin County (Va.) are the three rural/industrial communities between the Piedmont Triad and the Roanoke Valley.
- Manufacturing employment in Martinsville/Henry County accounted for 10,359 jobs in 1985; in 1992, it represented only 7,487 jobs.
- *Population Figures:*

	1990	1980
Martinsville	16,162	18,149
Henry County	56,942	57,654
Rockingham County	86,064	83,426
Franklin County	39,549	40,000 (est.)

- *Per Capita Income:*

Henry County	$11,500	Va. average $15,700
Franklin County	$15,040	
Rockingham County	$11,546	N.C. average $12,885

- *Major Industries in Region:*

FRANKLIN COUNTY: MW Manufacturing

MARTINSVILLE/HENRY COUNTY: Bassett Industries, Bassett-Walker, E.I. DuPont DeNEMOURS, Fieldcrest Cannon, Sara Lee Knit Products, Stanley Furniture, Tultex

ROCKINGHAM COUNTY: American Tobacco, Burlington Industries, Fieldcrest, Miller Brewing, Unifi

- *Traffic Counts on U.S. 220 in Virginia:*

	1990	1980
Roanoke to Boones Mill	20,505	12,875
Boones Mill to Rocky Mount	16,220	11,853
Rocky Mount to Route 57 (north of Martinsville)	14,840	9,855
Ridgeway to N.C. line	9,750	6,305

- *Accident Rates:*

From Roanoke to N.C. line	U.S. 220	101 per million miles traveled
From Lynchburg to N.C. line	U.S. 29	97
From Roanoke to Campbell Co.	U.S. 460	72

L. F. PAYNE
5TH DISTRICT VIRGINIA

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WASHINGTON DC 20515-4605
(202) 225-4711
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ADMINISTRATIVE ASSISTANT
JIM JOHNSON

TOLL-FREE 1-800-535-4009

WAYS AND MEANS COMMITTEE
SUBCOMMITTEES
TRADE
SELECT REVENUE MEASURES

Congress of the United States
House of Representatives
Washington, DC 20515-4605

January 11, 1994

Honorable Nick J. Rahall, II
2104 Rayburn House Office Building
Washington, DC 20515

Dear Nick:

I am writing to submit a proposal for a new highway project authorization in accordance with the process described in your extension of remarks on October 13, 1993.

A consortium of community leaders from the affected region in Virginia and North Carolina, known as "JOB-LINK", has prepared the enclosed responses to the the 18 inquiries for the proposed Interstate Connector route from I-81 in Roanoke Valley to I-85/40 in the Piedmont triad of North Carolina.

I have been impressed with the productive efforts of this group to address the transportation and economic needs of our region. I hope that you will add this proposal to the list of projects that will be considered for authorization.

I look forward to discussing this in person with you at the earliest possible date and hope that you will contact me if I may provide additional information in the interim.

Sincerely,

L. F. Payne

L. F. Payne

LFPJr:ep
Enclosures

DISTRICT OFFICES

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P O BOX 2017
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TELEPHONE (804) 295-6372
FAX (804) 295-6059

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

(1) Identify the State or other qualified recipient responsible for carrying out the project.

Virginia and North Carolina.

(2) Describe the design, scope and objectives of the project, including the phase or phases proposed for funding.

Interstate design standards. Improve accessibility and provide a high quality, limited access facility to improve safety and promote economic development.

(a) The highway would be designed to provide adequate transportation for today's tractor-trailers and cars moving at higher rates of speed than envisioned when the current U.S. 220 was planned in the 1940s.

(b) The highway would be located in such a manner as to enhance economic development opportunities.

(c) Significant savings of gasoline, time and pollution would be realized by providing a direct connection with Interstate 85 to Charlotte, Greenville-Spartanburg and Atlanta, while relieving traffic congestion on I-81 between the Roanoke Valley and Wytheville. This could delay spending hundreds of millions of dollars for additional lanes for I-81.

(d) By reducing the number of accidents, an interstate-quality road would save millions of dollars in insurance/worker's comp premiums, legal fees and health care costs.

(3) Is the project eligible for the use of federal-aid funds?

Yes.

(4) What is the total project cost and source of funds?

The total estimated cost of this facility, approximately 90 miles in length and built to interstate standards, is estimated at $1 billion.

The source of funding will be federal NHS and/or STP funds, state transportation funds available to the construction district, perhaps local funds, and the project may have potential for private funding.

(5) Will there be private sector funding for a portion of the project, and, if so, how much private sector financing is being made available for the project?

None, although there is potential for donation of $2 million for right-of-way.

(6) Will the completion costs for the project exceed the amounts requested for the project?

The cost figure is the best estimate available at this time. Once plan design work is begun, adjustments will be necessary in the funding plan.

(7) Has early work, such as preliminary engineering and environmental analysis, been done on the project?

Only concepts have been developed at this time.

(8) What is the proposed schedule and status of work on the project?

Currently, preliminary engineering and construction is unscheduled; however, an alternatives analysis is underway.

(9) Is the project included in the metropolitan and/or State transportation improvement plan(s), and if so, scheduled for funding?

Not at this time since the necessary information has not been developed.

(10) Is the project considered by State and/or regional transportation officials as critical to their needs?

Yes, to improve safety, relieve traffic congestion, and to promote economic development.

(11) Why have State and/or regional transportation officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process?

Insufficient funding available through traditional sources to address the transportation needs within the region.

(12) Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?

Opposition unlikely. There has been outpouring of grass roots support for this project since committee of private citizens in Virginia and North Carolina was formed to promote construction of road.

(13) How will the project objectives be attained?

Design and implementation utilizing interstate standards will promote safety, reduce congestion and provide the area with an adequate transportation facility to meet expected travel demands.

(14) Describe the economic, energy efficiency, environmental, congestion mitigation, and safety effects associated with completion of the project.

(a) The once-bustling industrial center of Martinsville has lost 25 percent of its population since 1970. Projections are for continued losses. More than 10,000 manufacturing jobs have been lost in Martinsville/Henry County in the past decade. The per capita income in Henry County is $11,500, compared to the Virginia average of $15,700. Routing the ever-increasing north-south traffic now on I-81/77 through this corridor will have a significant job and investment benefit for major metropolitan areas along the route. This road will reduce the cost of doing business in this region of Virginia and North Carolina through lower vehicle insurance/worker's comp and health insurance costs.

(b) Billions of gallons of gasoline would be saved by reducing the route for north-south traffic.

(c) The significant savings in gasoline consumption will have a positive effect on air pollution in this region.

(d) The volume on parts of U.S. 220 currently exceeds 20,000 vehicles per day, with a high proportion of them being tractor-trailers. The increase in volume has been more than 60 percent in the last 10 years.

(e) The road was not designed to handle this level of traffic, and the result has been a significant number of accidents (101 per million miles traveled). Industries are concerned about the cost of delivering their products and are considering relocation. Since 1989, there have been 1,571 accidents on U.S. 220 between the North Carolina state line and the southern city limits of Roanoke, Virginia. In those accidents, 36 people were killed and 1,119 were injured.

(15) Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded?

Not expected.

(16) In lieu of the proposed project, what other transportation strategies have been considered by State and local transportation officials?

No other strategies have proven viable.

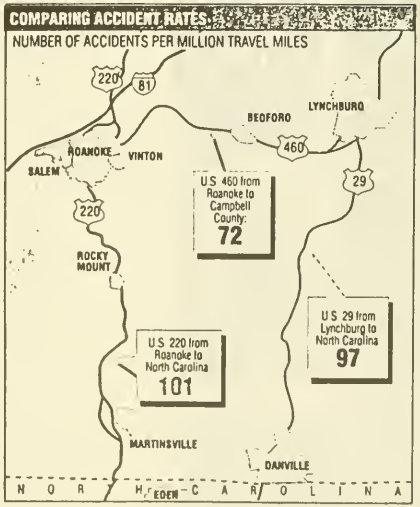
(17) Is the authorization requested an increase to a previously authorized amount for this project, or would this be the first authorization for this project? Has this project previously received federal funding, commitments regarding future federal funding (such as an LOI or Full Funding Agreement), or appropriations?

First authorization--no federal funding received.

(18) If Highway Trust Fund revenues are not made available for the project, would you support general fund revenues for it?

Yes.

Time throwing a curve in U.S. 220



Cars faster, trucks bigger, but road's same

RNJU By LON WAGNER STAFF WRITER 8/9/93

In 1951, the best-selling car in America was the Chevy BelAir; that's the year U.S. 220 from Roanoke to Boones Mill was built.

In those days, cars didn't have air conditioning, power steering or power brakes. But while the cars traveling America's roads were changing, U.S. 220 remained essentially the same.

"It was great then, for sure," says Fred Altizer, Virginia Department of Transportation administrator for the Salem District. "When you talked about a four-lane back then, you were talking about much lower speeds, trucks were different and you didn't have as much traffic."

These days, U.S. 220 carries a lot of traffic that early-1950s engineers couldn't have imagined. Four-cylinder cars capable of 120 mph. Trucks pulling double trailers that stretch 70 feet.

The 63 miles of U.S. 220 from Roanoke to the North Carolina line has a higher accident rate than 60-mile spans of similar four-lane U.S. highways in Virginia. U.S. 220's accident rate was 101 per million miles of travel; U.S. 29's accident rate from the North Carolina line to Lynchburg was 97; and U.S. 460's accident rate from Roanoke to Campbell County was 72.

And the high visibility truck accidents that occur frequently on U.S 220 between Boones Mill and Roanoke add to the public's call that something should be done to improve the road. The tractor-trailer that wrecked and spilled hundreds of cases of beer north of Boones Mill last month is just the latest example.

"The whole stretch of Route 220 is dangerous," says Steve Goodwyn, a supervisor with the safety division of the Department of Motor Vehicles, "with the curves and the slopes — plus they're usually traveling faster than 55 mph."

Though U.S. 220's overall accident rate is higher than — but not out of line with — similar four-lane primary roads in Virginia, road experts in the region admit it is a problem.

And, reluctantly, they confess that U.S. 220's twists, turns and dips are something drivers will have to learn to negotiate. They say most of the obvious, less costly solutions — straightening a curve or flattening a knoll — have been done.

The 220 of today *is* the improved, upgraded version.

"We are very rapidly reaching a point where I don't know if there's many other small things we can do," Altizer said. "To go in there today and build 220 up to current standards would be an extremely costly road project."

In fact, a project that would straighten a particularly twisting part of U.S. 220 just past

PLEASE SEE **220**/A2

220

FROM PAGE A1

Red Hill Baptist Church has been removed from the state's six-year plan of roadwork.

That project, if it works its way back into the plans, would end years of traffic-dodging by Pat Hooke and her parents, who live up a driveway at one of the s-curves.

To pull out of the driveway, Hooke said she has to phone a neighbor, who has to run across the road and watch for traffic.

Hooke's parents, John C. and Addie Hall, have tried several approaches over the years.

"I always say a prayer before I run across that road," she said. "We've asked for a sign warning of a private entrance. We've even asked for a mirror.

"At night it's no problem, because you can see the headlights on the guardrail."

2817

2 Franklin teens killed in separate crashes

Two Franklin County teen-agers were killed in separate weekend accidents that occurred approximately an hour and a half apart.

Kerri Brent Harrison was a passenger in a car traveling north on U.S. 220 when the driver lost control and hit a guardrail at 10:58 Saturday night, Roanoke County police said. Harrison, 19, was thrown from the car.

Harrison, of Route 1, Glade Hill, was pronounced dead at Community Hospital, police said.

A juvenile, whose name was not released, was driving the car, police said. The three other passengers also were injured. Police were unsure whether Harrison was wearing a seat belt.

April Dawn Hodges, 16, of Rocky Mount was killed when she lost control of a car on Virginia 674 in Rocky Mount early Sunday, state police said.

The car slid sideways off the right side of the road and struck a tree. There was no information as to whether she was wearing a seat belt.

AREA

Car-van collision fatal

An 88-year-old Henry County man was killed Saturday afternoon when his car was struck by a van on U.S. 220 in Collinsville, according to the Virginia State Police.

Oswald Wade Smith, of Rt. 4, Martinsville was pronounced dead at 5:23 p.m. at Memorial Hospital of Martinsville and Henry County. The accident occurred at 2:45 p.m. when Smith, driving a 1980 Ford Fairmont, was attempting to enter U.S. 220 from a parking lot and was struck by a southbound van, according to state police.

The accident was investigated by Trooper J.R. Elgin who was not available for comment this morning.

No charges were filed, according to a state police dispatcher, who did not know the name of the driver of the van.

Obituary, Page 5-A

Clark "exercised her constitu-

Two drivers, pedestrian hurt in crash

A North Carolina man remains in critical condition following a four-vehicle crash just after 6 a.m. Monday on U.S. 220 south.

The crash also injured a nurse who stopped at the scene to help, according to Virginia State Trooper M.D. DeHart.

The accident began with a collision between a pickup truck driven by John William Edwards, 53, of Deerfield Village and a 1989 Mazda driven by Thelma Grizzle, 49, of Rt. 7, Martinsville in the southbound lane of U.S. 220, DeHart said.

The crash sent Grizzle's Mazda across the median strip and into the oncoming lane, where it stuck a 1988 Taurus driven by Ricky D. Vernon, 43, of Archdale, N.C., head on, according to DeHart.

Pedestrian Dianna Lynn Bryant, a nurse who arrived at the scene, was hit when a fourth vehicle became involved in the crash, DeHart said. He said a bread truck driven by Jerry Charles Cook of Newland, N.C., collided with Vernon's Taurus and sent it spinning into Bryant.

Vernon was flown to North Carolina Baptist Hospital, where he remains in the intensive care unit. He was listed in critical condition with head injuries this morning, according to a hospital spokesman.

Bryant was taken to Morehead Memorial Hospital in Eden, N.C., where she was listed in satisfactory condition, according to a hospital report.

Grizzle was transported to Memorial Hospital of Martinsville and Henry County; she has requested that no information about her condition be released, according to hospital spokesman Bill Evans.

Edwards and Cook were not injured in the crash, which occurred near Clarence's Steak and Seafood House, DeHart said.

The accident remains under investigation, according to DeHart, who is asking anyone who witnessed the crash to call state police, either at 632-3060 or toll-free at 1 (800) 542-5959.

Region G

Alamance, Caswell, Davidson, Guilford, Randolph and Rockingham

Traditionally the furniture- and textile-manufacturing center of North Carolina, Region G's economy diversified greatly in the 1970s and 1980s with expansions by such major employers as AT&T, American Express and Konica USA. Cigarette manufacturers remain key employers in Greensboro and Reidsville. Textiles and furniture are bulwarks, however. Guilford County has more major textile-company headquarters than anywhere else in the nation. The five counties account for 30% of the state's furniture-industry earnings.

POPULATION

The state's population grew 13.61% from 1983 to 1993.

COUNTY	1983	1993 (projected)	CHANGE
Alamance	101,541	110,747	9.07%
Caswell	21,421	20,907	-2.40
Davidson	116,903	133,002	13.77
Guilford	324,671	356,863	9.92
Randolph	94,785	110,917	17.02
Rockingham	84,650	86,475	2.16

PER CAPITA INCOME

(1981 figures adjusted for inflation)

COUNTY	1981	1991	CHANGE
Alamance	$14,385	$17,710	23.11%
Caswell	10,397	12,082	16.21
Davidson	12,888	15,432	19.74
Guilford	16,649	20,954	25.86
Randolph	12,715	14,797	16.37
Rockingham	13,612	15,621	14.76
State	13,335	16,848	26.34

NONFARM EARNINGS

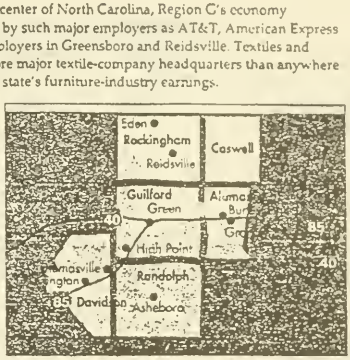
(1981 figures adjusted for inflation; dollars in thousands)

COUNTY	1981	1991	CHANGE
Alamance	$929,490	$1,310,465	40.99%
Caswell	54,782	66,659	21.68
Davidson	876,119	1,136,887	29.76
Guilford	4,916,898	6,625,873	34.76
Randolph	725,012	944,497	30.27
Rockingham	745,148	838,583	12.54
State	59,157,460	83,613,706	41.34

RETAIL SALES

(1982 figures adjusted for inflation; dollars in thousands)

COUNTY	1982	1992	CHANGE
Alamance	$870,278	$1,011,485	16.23%
Caswell	45,749	38,113	-16.70
Davidson	710,356	865,136	21.79
Guilford	4,384,922	5,274,010	20.28
Randolph	514,575	665,693	29.37
Rockingham	476,690	483,457	1.42
State	55,855,743	66,122,475	18.38



EMPLOYMENT

average employment for the quarter ended June 1992 (numbers in thousands)

FOR MORE INFORMATION

Piedmont Triad Council of Governments; Executive Director: Randy Billings; 2216 W. Meadowview Road, Suite 201, Greensboro, N.C. 27407-3480; (910) 294-4950

PERCENTAGE GAIN DURING SPECIFIED PERIOD

	ROCKINGHAM	SURRY	STOKES	FORSYTH	STATE
	CHANGE	CHANGE	CHANGE	CHANGE	CHANGE
POPULATION 1983 TO 1993	2.16%	5.19%	12.24%	8.38%	13.61%
PER CAPITA INCOME 1981 TO 1991	14.76%	23.30%	17.42%	21.54%	26.34%
NONFARM EARNINGS 1981 TO 1991	12.54%	28.59%	33.67%	23.11%	41.34%
RETAIL SALES 1982 TO 1992	1.42%	18.34%	7.93%	23.68%	18.36%

IN THE COUNCIL OF THE CITY OF ROANOKE, VIRGINIA,

The 25th day of October, 1993.

No. 31748-102593.

A RESOLUTION urging that Interstate 73 in the Commonwealth of Virginia follow the U.S. Route 460 and U.S. Route 220 corridor alignment.

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 ("ISTEA") authorized the development of a National Highway System to "...provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel";

WHEREAS, ISTEA further identified in Section 1105, the Interstate 73 Corridor from Charleston, South Carolina, to Detroit, Michigan, as being a high priority;

WHEREAS, the States of West Virginia and North Carolina have established proposed alignments for I-73;

WHEREAS, the Commonwealth of Virginia has not yet decided where I-73 should be located within the Commonwealth;

WHEREAS, travel and economic development of the Roanoke and New River Valleys would be better served by virtue of an I-73 alignment following U.S. Routes 460 and 220;

WHEREAS, the interests of the Commonwealth of Virginia would be better served by an I-73 alignment following U.S. Routes 460 and 220

because such alignment would provide improved access to areas having the largest population as well as providing access to the medical and financial centers of Southwestern Virginia and the largest airport in Southwestern Virginia;

WHEREAS, the alignment of I-73 along the U.S. Route 460 and 220 corridors would strengthen both interstate and intrastate commerce and provide direct economic benefits to the Commonwealth; and

WHEREAS, the Executive Committee of the Blue Ridge Region of Virginia, Inc., has by resolution supported the U.S. Route 460/220 corridor alignment for I-73;

THEREFORE, BE IT RESOLVED by the Council of the City of Roanoke as follows:

1. The Commonwealth Transportation Board and t. Virginia Department of Transportation are urged to support an alignment of I-73 within the Commonwealth of Virginia following U.S. Route 460 from the West Virginia line to Roanoke and U.S. Route 220 from Roanoke to the North Carolina line.

2. The City Clerk is directed to forward an attested copy of this resolution to the Honorable J. Brandon Bell, Member, Senate of Virginia, the Honorable A. Victor Thomas, Member, House of Delegates, the Honorable Clifton A. Woodrum, III, Member, House of Delegates, the Commonwealth Transportation Board, and the Clerks of the governing bodies of Roanoke County, the City of Salem and the Town of Vinton.

ATTEST:

City Clerk.

AT A REGULAR MEETING OF THE BOARD OF SUPERVISORS OF ROANOKE COUNTY, VIRGINIA, HELD AT THE ROANOKE COUNTY ADMINISTRATION CENTER ON TUESDAY, OCTOBER 12, 1993

RESOLUTION 101293-7.g SUPPORTING THE CONSIDERATION OF THE ROANOKE VALLEY I-73 CORRIDOR ALTERNATIVE

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) identified in section 1106, (Identification of High Priority Corridor on National Highway System) proposes a north-south interstate (I-73) from Detroit to Charleston, SC; and

WHEREAS, the Roanoke corridor alterntive is identified as following the U.S. 460 corridor from Princeton, West Virginia to the Blacksburg-Christiansburg area, then follow I-81 to the Roanoke Valley, and run south along U.S. 220 to the North Carolina state line; and

WHEREAS, Roanoke Valley companies manufacture and distribute goods and services to customers along the proposed corridor; and

WHEREAS, the proposed I-73 corridor would make the Roanoke Valley more accessible to visitors along the corridor; and

NOW, THEREFORE, BE IT RESOLVED that the Roanoke County board of Supervisors wishes to express its support for the Roanoke Corridor Alternative to the Federal Highway Administration and the Virginia Department of Transportation (VDOT).

On motion of Supervisor Kohinke to adopt the resolution, and carried by the following recorded vote:

AYES: Supervisors Johnson, Kohinke, Eddy, Nickens, Minnix

NAYS: None

A COPY TESTE:

Mary H. Allen

Mary H. Allen, Clerk
Roanoke County Board of Supervisors

cc: File
Timothy W. Gubala, Director, Economic Development
Arnold Covey, Director, Engineering & Inspections
Federal Highway Administration
Virginia Department of Transportation
Roanoke Area Legislators - State/Federal

IN THE COUNCIL OF THE CITY OF SALEM, VIRGINIA, October 11, 1993:

RESOLUTION 776

WHEREAS, elected officials and business leaders in the Roanoke Valley have discussed cooperative efforts over the years and have attempted to identify areas that with cooperation tax dollars might be saved; and

WHEREAS, recently Delegate Richard Cranwell has renewed these talks with individuals from the four Valley governments; and

WHEREAS, Salem City Council has considered carefully those areas that could possibly produce cost savings to all citizens and taxpayers; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SALEM, VIRGINIA, that Council doth endorse studying the following:

1. Supporting efforts to regionalize water, sewer, and solid waste;
2. Supporting economic development and tourism through and under guidance of the Roanoke Valley Economic Development Partnership and that the Partnership be fully funded by all participating localities;
3. Supporting and placing as the number one priority major improvements to U.S. 220 South from Roanoke to the North Carolina state line; and
4. The concept and construction of Interstate 73 through the Valley in the Routes 460 and 220 corridors.

BE IT FURTHER RESOLVED that the other Valley governments are hereby requested to take action to endorse these issues and that certified copies of this Resolution be forwarded to elected and administrative officials of the City of Roanoke, County of Roanoke, County of Botetourt, Town of Vinton as well as those Delegates and Senators that represent the Roanoke Valley in the Virginia General Assembly.

Upon a call for an aye and a nay vote, the same stood as follows:

Howard C. Packett - Absent
Alexander M. Brown - Aye
Carl E. Tarpley, Jr. - Aye
W. Mac Green - Aye
James E. Taliaferro - Absent

ATTEST:

Forest G. Jones

Forest G. Jones
Clerk of Council
City of Salem, Virginia

IN THE COUNCIL OF THE CITY OF SALEM, VIRGINIA, November 22, 1993:

RESOLUTION 779

WHEREAS, the Council of the City of Salem is concerned with several specific issues that will come before the 1994 session of the General Assembly; and

WHEREAS, Council is desirous of expressing to its representatives its official position on the following issues:

1. Request support and funding appropriation for proposed Interstate 73 in the Routes 220 and 460 Corridors to improve transportation and economic development between the Valley and metropolitan areas in the State of North Carolina;

2. Request full funding for all costs associated with the Comprehensive Services Act including both continued and increased administrative funding;

3. Oppose any study or legislation intended to apply Comprehensive Services Act strategies or methods to the issues of Long Term Care;

4. Request legislation to allow members of local governing bodies to participate in the Virginia Retirement System when these individuals pay both employer and employee shares, thus costing the taxpayers nothing;

5. Oppose collective bargaining and negotiation rights for public employees since the State Grievance Procedure covers municipal employees;

6. Oppose any legislation detrimental to the status of cities and further limiting annexation procedures;

7. Maintain State aid to public libraries in an amount at least the equivalent of the 1993-1994 funding level;

8. Request appeal of the requirement that schools open after Labor Day and, instead, allow local school boards to set their own local calendar. Salem would prefer the first day students are required to attend school be September 1 or the first weekday thereafter that is not a holiday;

9. Request positive consideration on the City of Salem School Board's request for action on legislative issues to be presented to Salem's representatives;

10. Oppose efforts on the part of the State Compensation Board to reduce or eliminate funding of its share of fringe benefits for Constitutional Officers;

11. Oppose Senate Joint Resolution 188, Senate Document 39, or any other attempts to amend the formula used in determining Transportation Trust Fund monies as they may be allocated for the Salem District and Fifth Planning District that may impact in a negative manner;

12. To reduce fiscal stress:

    a. Cease State mandates on local governments that do not provide State funding to accomplish;

    b. Restore cuts in State support for mandated services such as education and social services;

    c. Relax the "Dillon Rule" to allow local governments to better control their own destiny, especially in light of reduced or limited State funding.

13. Carefully consider, in a positive light, those other recommendations set forth by the Virginia Municipal League in its 1994 VML Program.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SALEM, VIRGINIA, that Council doth hereby authorize the City Manager to forward certified copies of this Resolution to the Honorable Malfourd W. Trumbo, Senate of Virginia, and the Honorable H. Morgan Griffith, House of Delegates of Virginia, so they will be aware of the desires and opinions of Salem City Council on the above issues; and

BE IT FURTHER RESOLVED that for information purposes certified copies of this Resolution be forwarded to those members of the General Assembly that represent the City of Roanoke, County of Roanoke, and Town of Vinton.

Upon a call for an aye and a nay vote, the same stood as follows:

Howard C. Packett - Aye
Alexander M. Brown - Aye
Carl E. Tarpley, Jr. - Aye
W. Mac Green - Aye
James E. Taliaferro - Absent

ATTEST:

Forest G. Jones
Clerk of Council
City of Salem, Virginia

ROANOKE REGIONAL
HOME BUILDERS ASSOCIATION

President
David Vaughn

Vice President
Bob Fetzer

Treasurer
Rick Whitney

Secretary
Joe Miller

Immed. Past President
Jim Buck

VP/Associate
Carlton Wright

VP/Remodelor™
Jeff Norman

VP/SMC
Diana Crabtree

Directors
Fred Baldwin
Rick Collins
Kyle Cook
Bill Corbitt
Allen DeWeese
Danny Feazell
Gary Feazell
Jerry Jones
Andy Kelderhouse
Kirk Lumsden
Wayne Morris
L. C. Peters
Howard Poage
David F. Radford
Chip Scruggs
Earle Shumate
Bill Smith
Jon Williams
Beth Wilson
Gary Yamine

NAHB Life Directors
Elbert Waldron
Ron Willard

NAHB Directors
J. T. Huddleston
Charles Simpson

HBAV President
Lew Jamison

HBAV Vice Pres.-Region I
Wilbert Tester

HBAV Past Presidents
Frank R. Radford
Maury Strauss
Elbert Waldron

HBAV Directors
Bob Flynn
Steve Strauss
David Vaughn
Carlton Wright

Legal Counsel
David Helscher

Executive VP
Melody Williams

RESOLUTION

WHEREAS, the Board of Directors of the Roanoke Regional Home Builders Association, Inc. is concerned about the potential lack of growth within neighboring communities resulting from the lack of an interstate-quality highway between the Roanoke Region and the Piedmont Triad Area; and

WHEREAS, such a highway would allow these communities to prosper and lack of - would prohibit growth; and

WHEREAS, a group of leaders, known as Job Link, from three rural industrial counties in Virginia and North Carolina has formed a private committee to promote construction of an interstate-quality highway between the Roanoke Valley and the Piedmont Triad Area; and

WHEREAS, Job Link is a long-term commitment to these communities resulting in new jobs, new homes, and a broader tax base that will lighten the tax burden; and

WHEREAS, this interstate would be beneficial for the safety and welfare of travelers.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of the Roanoke Regional Home Builders Association, Inc. supports the Job Link Committee's proposal for an interstate-quality highway between the Roanoke Valley and the Piedmont Triad Area and requests that the Home Builders Association of Virginia, through its Legislative Committee, also support the construction of such highway.

ATTEST:

David A. Vaughn
President

12/9/93

Melody S. Williams
Executive Vice President

1626 Apperson Drive, Salem, VA 24153 • 703-389-7135 • Fax 703-389-4130

Affiliated with National Association of Home Builders • Home Builders Association of Virginia

R. E. LAYMAN, JR., Chairman
W. G. LOOPE, Vice-Chairman
W. E. BOOZE, JR.
G. C. THOMPSON, JR.
WANDA C. WINGO

Botetourt County Board of Supervisors

GERALD A. BURGESS
COUNTY ADMINISTRATOR
PHONE (703) 992-8223
FAX (703) 992-8207
1 WEST MAIN STREET-BOX 1
FINCASTLE, VIRGINIA 24090

The regular meeting of the Botetourt County Board of Supervisors was held on Monday, November 22, 1993, in the County Board Meeting Room, Old General District Courthouse, Fincastle, Virginia, beginning at 9:00 A. M.

PRESENT: Members: Mr. Robert E. Layman, Jr., Chairman
Mr. William G. Loope, Vice-Chairman
Mrs. Wanda C. Wingo
Mr. Webster E. Booze, Jr.
Mr. G. C. Thompson, Jr. (left the meeting at 3:00 P. M.)

ABSENT: Members: None

After discussion, on motion by Mr. Layman, and carried by the following recorded vote, the Board adopted the following resolution endorsing the routing of the proposed Interstate 73 along Interstate 64 to U. S. Route 220 South to the North Carolina State Line.

AYES: Mr. Layman, Mrs. Wingo, Mr. Booze
NAYS: None
ABSENT: Mr. Thompson ABSTAINING: Mr. Loope

WHEREAS, the highway system is of vital importance to the economic development and movement of people and goods throughout the Fifth Planning District; and,

WHEREAS, the proposed Interstate 73 presents an opportunity to enhance the economic development and transportation infrastructure of the region by opening a major interstate corridor between West Virginia, western Virginia, and North Carolina; and,

WHEREAS, Interstate 73 following Interstate 64 and intersecting with U. S. Route 220S will facilitate a greater interchange of commerce between the Alleghany Highlands including northern Botetourt County and the Roanoke Valley, and,

WHEREAS, improvements made to U. S. Route 220 as a result of being a part of I-73 are greatly needed and would contribute to more efficient and safer travel throughout that corridor, and,

WHEREAS, the establishment of an interstate route from the Alleghany Highlands through Botetourt County, Roanoke County, and Roanoke City to the Greensboro-Winston Salem, North Carolina area will create new opportunities for economic development and exchange between these regions,

NOW, THEREFORE, BE IT RESOLVED, that the Botetourt County Board of Supervisors endorses the routing of the proposed Interstate 73 with Interstate 64 from West Virginia to Clifton Forge through Botetourt County, Roanoke County, and Roanoke City to the North Carolina State Line for the purpose of enhancing economic development and improving safety and efficiency of these routes; and,

THEREFORE, BE IT FURTHER RESOLVED, that the Botetourt County Board of Supervisors strongly urges local governments in the Fifth Planning District, the Fifth Planning District Commission, the Virginia Department of Transportation, and the Commonwealth Transportation Board to endorse this proposed alignment, recognizing the regional economic benefits which would result from this alignment and the assets of such an addition to the State transportation system, and,

BE IT FINALLY RESOLVED, that the Botetourt County Board of Supervisors requests the congressional representatives from Virginia, specifically Senators Warner and Robb and Congressmen Goodlatte and Payne, to make every effort possible to pursue this proposed alignment with Congress.

A Copy TESTE:

Mr. Gerald A. Burgess
County Administrator

82-614 660

450 Main Street, Suite 201
P.O. Box 29
Covington, Virginia 24426
703 962-7200
Fax 703 962-8425

The Alleghany Highlands
We Deliver, Naturally.

A RESOLUTION IN SUPPORT OF THE ROUTING OF
INTERSTATE 73 THROUGH THE FIFTH PLANNING DISTRICT

WHEREAS, the highway system is of vital importance to the economic development and movement of people and goods throughout the Fifth Planning District; and

WHEREAS, the proposed Interstate 73 presents an opportunity to enhance the economic development and transportation infrastructure of the region by opening a major interstate corridor between West Virginia, western Virginia and North Carolina; and

WHEREAS, the construction of Interstate 73 following I-64 East from the West Virginia state line to Clifton Forge and then south on U.S. 220 will facilitate a greater interchange of commerce for western Virginia; and

WHEREAS, improvements made to U.S. Route 220 as a result of being a part of I-73 are greatly needed and would contribute to more efficient and safer travel throughout that corridor; and

WHEREAS, the establishment of an additional interstate route within the 5PDC to the Greensboro-Winston Salem area will create new opportunities for economic development and exchange between these metropolitan regions.

NOW, THEREFORE, BE IT RESOLVED that City Council of the City of Clifton Forge endorses the routing of the proposed Interstate 73 following I-64 East from the West Virginia state line to Clifton Forge and then south on U.S. 220 to the North Carolina state line for the purpose of enhancing economic development and improving the safety and efficiency of these routes; and

THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Clifton Forge strongly urges local governments in the region, the Virginia Department of Transportation, and the Commonwealth Transportation Board to endorse this proposed alignment, recognizing the regional economic benefits which would result from this alignment and the assets of such an addition to the state transportation system, and

BE IT FINALLY RESOLVED that the City Council of the City of Clifton Forge requests the congressional representatives from Virginia, specifically Senators Warner and Robb and Congressmen Boucher and Goodlatte, to make every effort possible to pursue this proposed alignment with Congress.

Macon C. Sammons, Jr.
County Administrator
Phone (703) 483-3030
FAX (703) 483-3035

COUNTY OF FRANKLIN

Board of Supervisors

Office of County Administrator

108 East Court Street
Rocky Mount, VA 24151

W. Wayne Angell
Blackwater District
Hubert L. Quinn
Blue Ridge District
Homer G. Murray
Boone District
Charles K. Ellis
Gills Creek District
Girardus G. Forry
Rocky Mount District
Page A. Matherly
Snow Creek District
Lois H. English
Union Hall District

THE FRANKLIN COUNTY BOARD OF SUPERVISORS HELD THEIR REGULAR MONTHLY BOARD MEETING ON TUESDAY, JULY 20, 1993 AT 2:30 P.M. IN THE BOARD OF SUPERVISORS MEETING ROOM IN THE COUNTY COURTHOUSE.

On Motion by Homer Murray seconded by Lois English and unanimously voted in the affirmative, the following resolution was adopted:

PRESENT:	VOTE:
Chairman, Wayne Angell	Yea
Vice Chairman, Lois English	Yea
Charles Ellis (Arrived @ 3:25)	Yea
Gus Forry	Yea
Page Matherly	Yea
Homer Murray	Yea
Hubert Quinn	Yea

WHEREAS, the Franklin County Board of Supervisors joins the Executive Committee of the Blue Ridge Region of Virginia, Inc. recognizing the vital importance of the interstate highway system to the well being and the economic development of the Commonwealth of Virginia. and

WHEREAS, the Board sees the proposal to establish the Interstate 73 Corridor linking Detroit with Charleston, South Carolina as an opportunity for Virginia to enhance its own economic development potential, and

WHEREAS, the Board feels Virginia will forfeit much of the potential economic benefit if I 73 through Virginia simply involves installing a new set of signs along existing I 77 reading "I 73", and

WHEREAS, the Board is mindful of and supportive of a similar initiative to establish the Route 29 Corridor as an interstate quality highway linking Baltimore with Charlotte, and

WHEREAS, the County is supportive of the programs and initiatives of the Blue Ridge Economic Development Commission including its Task Force on Transportation, and

WHEREAS, the Board feels the Task Force and the Commission should join the County in urging the Commonwealth to take an active role in planning and development of the I 73 Corridor.

NOW, THEREFORE BE IT RESOLVED that the Franklin County Board of Supervisors be and does hereby urge the Blue Ridge Economic Development Commission Task Force on Transportation to join the Blue Ridge Region of Virginia, Inc. supporting the alignment for I 73 through Virginia that would generally follow Route 460 from the West Virginia line to Roanoke and Route 220 South from Roanoke to the North Carolina line, and

BE IT FURTHER RESOLVED that the Board also calls on the Commonwealth of Virginia Department of Transportation to actively study the I 73 alignment through Virginia to ensure that the Commonwealth gets maximum benefit from this project.

BE IT FURTHER RESOLVED that the member localities of the Blue Ridge Region of Virginia, Inc. and other interested parties along the proposed alignment be called upon to take similar positions endorsing development of I 73 along the proposed corridor, and

BE IT FINALLY RESOLVED that the Board calls upon our Congressional delegation specifically Senator Warner, Senator Robb, Congressmen Boucher, Goodlatte and Payne to support this proposal in Congress and within the region.

BY: _____
MACON C. SAMMONS, JR.
County Administrator

3237B

TOWN OF ROCKY MOUNT
220 DONALD AVENUE
P. O. BOX 239
ROCKY MOUNT, VIRGINIA 24151

MARK R. HENNE
TOWN MANAGER
TELEPHONE (703) 483-7660
FAX (703) 483-8630

COUNCIL
BROADUS M. SHIVELY
MAYOR
B. C. ANGLE
A. B. DILLON
P. W. DILLON
J. D. LAURY
P. B. LOVE
W. J. MILLS, JR.

WHEREAS, the Town of Rocky Mount recognizes the vital importance of the interstate highway system to the well being and the economic development of the Commonwealth of Virginia; and

WHEREAS, the Town of Rocky Mount sees the proposal to establish the Interstate 73 Corridor linking Detroit with Charleston, South Carolina as an opportunity for Virginia and our region to enhance its own economic development potential, and

WHEREAS, the Town of Rocky Mount feels Virginia and the region will forfeit much of the potential economic benefit if I-73 through Virginia simply involves installing a new set of signs along existing I-77 reading "I-73"; and

WHEREAS, the Town of Rocky Mount urges the Commonwealth to take an active role in planning and development of the I-73 Corridor.

NOW, THEREFORE BE IT RESOLVED that the Town of Rocky Mount does hereby urge the communities' support of the alignment of I-73 through Virginia that would generally follow Route 460 from the West Virginia line to Roanoke and Route 220 South from Roanoke to the North Carolina line; and

BE IT FURTHER RESOLVED that the Town of Rocky Mount also calls on the Commonwealth of Virginia Department of Transportation to actively study the I-73 alignment through Virginia to ensure that the Commonwealth gets maximum benefit from this project.

BE IT FURTHER RESOLVED that the member localities and other interested parties along the proposed alignment be called upon to take similar positions endorsing development of I-73 along the proposed corridor; and

BE IT FINALLY RESOLVED that the Town of Rocky Mount calls upon our Congressional delegation, specifically Senator Warner, Senator Robb, and Congressman Payne to support this proposal in Congress and within the region.

BY: Mark R. Henne
Mark R. Henne
Town Manager

DATE: October 11, 1993

(ADOPTED BY ROCKY MOUNT TOWN COUNCIL AT THE OCTOBER 11, 1993 REGULAR COUNCIL MEETING)

371 NC 65, SUITE 206
REIDSVILLE, NORTH CAROLINA 27320

TELEPHONE (919) 342-8102

Rockingham County
Board of Commissioners

RESOLUTION

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorized the development of a national highway system, and

WHEREAS, an interstate-quality highway in the U.S. 220 corridor should be an essential element of that National Highway System, and

WHEREAS, ISTEA further identified in Section 1105 the Interstate 73 corridor from Charleston, South Carolina, to Detroit, Michigan, as being a high priority, and

WHEREAS, the states of West Virginia, North Carolina, and Virginia are working together to determine the route of I-73 through their respective states, and

WHEREAS, travel and economic development of the region from the Piedmont Triad to the Roanoke Valley would be better served and enhanced by virtue of this road, and

WHEREAS, the interests of North Carolina and Virginia would be better served by an interstate-quality road in this region, because such alignment would provide improved access to major financial, medical, educational and airport facilities, and

WHEREAS, such an alignment would strengthen both interstate and intrastate commerce, and

WHEREAS, the national energy savings from this approved north-south corridor would be great, and

WHEREAS, the safety of this corridor would be greatly improved with an interstate-quality highway.

NOW, THEREFORE BE IT RESOLVED by the Rockingham County Board of Commissioners that the Transportation Boards of North Carolina and Virginia be urged to support an interstate-quality highway between the Piedmont Triad and the Roanoke Valley, and

BE IT FURTHER RESOLVED that other localities, chambers of commerce and economic development organizations along the proposed alignment be called upon to take a similar position, and

BE IT FINALLY RESOLVED that the congressional delegation composed of The Honorable Steve Neal, The Honorable Jesse Helms, and The Honorable Lauch Faircloth be urged to work for the project's implementation, and that a copy of this resolution be sent to the appropriate state legislators, asking for their support.

Clarence E. Tucker

CLARENCE E. TUCKER, CHAIRMAN,
ROCKINGHAM COUNTY BOARD OF COMMISSIONERS

ATTEST:
Pamela M. Robertson
PAMELA M. ROBERTSON, CLERK

DECEMBER 6, 1993.

RESOLUTION

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorized the development of a national highway system, and

WHEREAS, an interstate-quality highway in the U.S. 220 corridor should be an essential element of that National Highway System, and

WHEREAS, ISTEA further identified in Section 1105 the Interstate 73 corridor from Charleston, South Carolina, to Detroit, Michigan, as being a high priority, and

WHEREAS, the states of West Virginia, North Carolina, and Virginia are working together to determine the route of I-73 through their respective states, and

WHEREAS, travel and economic development of the region from the Piedmont Triad to the Roanoke Valley would be better served and enhanced by virtue of this road, and

WHEREAS, the interests of North Carolina and Virginia would be better served by an interstate-quality road in this region, because such alignment would provide improved access to major financial, medical, educational and airport facilities, and

WHEREAS, such an alignment would strengthen both interstate and intrastate commerce, and

WHEREAS, the national energy savings from this approved north-south corridor would be great, and

WHEREAS, the safety of this corridor would be greatly improved with an interstate-quality highway.

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of the Western Rockingham Chamber of Commerce that the Transportation Boards of North Carolina and Virginia be urged to support an interstate-quality highway between the Piedmont Triad and the Roanoke Valley, and

BE IT FURTHER RESOLVED that other localities, chambers of commerce and economic development organizations along the proposed alignment be called upon to take a similar position, and

BE IT FINALLY RESOLVED that the congressional delegation composed of The Honorable Steve Neal, The Honorable Jesse Helms, and The Honorable Lauch Faircloth be urged to work for the project's implementation, and that a copy of this resolution be sent to the appropriate state legislators, asking for their support.

This the 9th day of December, 1993.

Dixie Penn, President, Western Rockingham Chamber of Commerce

RESOLUTION BY THE
WEST PIEDMONT PLANNING DISTRICT COMMISSION

Urging Development of an Interstate-Quality Highway Between the Piedmont Triad of North Carolina and the Roanoke Valley of Virginia

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorized the development of a National Highway System; and

WHEREAS, an Interstate-quality highway in the U.S. 220 corridor should be an essential element of that National Highway System; and

WHEREAS, travel and economic development of the region from the Piedmont Triad to the Roanoke Valley would be better served and enhanced by virtue of this road; and

WHEREAS, the interests of North Carolina and Virginia would be better served by an Interstate-quality road in this region, because such alignment would provide improved access to major financial, medical, educational, and airport facilities; and

WHEREAS, such an alignment would strengthen both interstate and intrastate commerce; and

WHEREAS, the national energy savings from this approved north-south corridor would be great; and

WHEREAS, the safety of this corridor would be greatly improved with an interstate-quality highway.

NOW THEREFORE BE IT RESOLVED by the West Piedmont Planning District Board of Commissioners on this 24th day of February 1994 that the Transportation Boards of Virginia and North Carolina be urged to support an Interstate-quality highway between the Piedmont Triad and the Roanoke Valley; and

BE IT FURTHER RESOLVED that other localities, chambers of commerce, and economic development organizations along the proposed alignment be called upon to take a similar position; and

BE IT FINALLY RESOLVED that the congressional delegation composed of The Honorable Charles Robb, The Honorable John Warner, The Honorable L. F. Payne, The Honorable Steve Neal, The Honorable Jesse Helms, and The Honorable Lauck Faircloth be urged to work for the project's implementation, and that a copy of this resolution be sent to the appropriate state legislators, asking for their support.

Wayne Bagwell
Chairman
West Piedmont Planning District Commission

Robert W. Lovell
Executive Director
West Piedmont Planning District Commission

RESOLUTION SUPPORTING INTERSTATE 73 CORRIDOR

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorized the development of a national highway system, and

WHEREAS, an interstate-quality highway in the U.S. 220 corridor should be an essential element of that National Highway System, and

WHEREAS, ISTEA further identified in Section 1105 the Interstate 73 corridor from Charleston, South Carolina, to Detroit, Michigan, as being a high priority, and

WHEREAS, the states of West Virginia, North Carolina, and Virginia are working together to determine the route of I-73 through their respective states, and

WHEREAS, travel and economic development of the region from the Piedmont Triad to the Roanoke Valley would be better served and enhanced by virtue of this road, and

WHEREAS, the interests of North Carolina and Virginia would be better served by an interstate-quality road in this region, because such alignment would provide improved access to major financial, medical, educational and airport facilities, and

WHEREAS, such an alignment would strengthen both interstate and intrastate commerce, and

WHEREAS, the national energy savings from this approved north-south corridor would be great, and

WHEREAS, the safety of this corridor would be greatly improved with an interstate-quality highway.

NOW, THEREFORE BE IT RESOLVED by the Reidsville Chamber of Commerce Board of Directors that the Transportation Board of North Carolina and Virginia be urged to support an interstate-quality highway between the Piedmont Triad and the Roanoke Valley, and

BE IT FURTHER RESOLVED that other localities, chambers of commerce and economic development organizations along the proposed alignment be called upon to take a similar position, and

BE IT FINALLY RESOLVED that the congressional delegation composed of the Honorable Steve Neal, The Honorable Jesse Helms, and The Honorable Lauch Faircloth be urged to work for the project's implementation, and that a copy of this resolution be sent to the appropriate state legislators, asking for their support this the 27th day of January, 1994.

Leo Biba
Leo Biba, 1994 President
Reidsville Chamber of Commerce, Inc.

ATTEST:

Libby Coley
Libby Coley
Executive Vice President

TOWN OF MAYODAN

210 W. MAIN STREET • MAYODAN, N. C. 27027 • (919) 427-0241
FAX (919) 427-7592

RESOLUTION

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorized the development of a national highway system, and

WHEREAS, an interstate-quality highway in the U.S. 220 corridor should be an essential element of that National Highway System, and

WHEREAS, ISTEA further identified in Section 1105 the Interstate 73 corridor from Charleston, South Carolina, to Detroit, Michigan, as being a high priority, and

WHEREAS, the states of West Virginia, North Carolina, and Virginia are working together to determine the route of I-73 through their respective states, and

WHEREAS, travel and economic development of the region from the Piedmont Triad to the Roanoke Valley would be better served and enhanced by virtue of this road, and

WHEREAS, the interests of North Carolina and Virginia would be better served by an interstate-quality road in this region, because such alignment would provide improved access to major financial, medical, educational and airport facilities, and

WHEREAS, such an alignment would strengthen both interstate and intrastate commerce, and

WHEREAS, the national energy savings from this approved north-south corridor would be great, and

WHEREAS, the safety of this corridor would be greatly improved with an interstate-quality highway.

NOW, THEREFORE BE IT RESOLVED by the Town Council of the Town of Mayodan that the Transportation Boards of North Carolina and Virginia be urged to support an interstate-quality highway between the Piedmont Triad and the Roanoke Valley, and

BE IT FURTHER RESOLVED that other localities, chambers of commerce and economic development organizations along the proposed alignment be called upon to take a similar position, and

PRINTED ON RECYCLED PAPER

BE IT FINALLY RESOLVED that the congressional delegation composed of The Honorable Steve Neal, The Honorable Jesse Helms, and The Honorable Lauch Faircloth be urged to work for the project's implementation, and that a copy of this resolution be sent to the appropriate state legislators, asking for their support.

Adopted this 10th day of January, 1994.

Jeffrey G. Bullins, Mayor

ATTEST:

Debra E. Cardwell, Town Clerk

TOWN OF MADISON

Madison, North Carolina

OFFICE OF MAYOR

RESOLUTION

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorized the development of a national highway system, and

WHEREAS, an interstate-quality highway in the U.S. 220 corridor should be an essential element of that National Highway System, and

WHEREAS, ISTEA further identified in Section 1105 the Interstate 73 corridor from Charleston, South Carolina, to Detroit, Michigan, as being a high priority, and

WHEREAS, the states of West Virginia, North Carolina, and Virginia are working together to determine the route of I-73 through their respective states, and

WHEREAS, travel and economic development of the region from the Piedmont Triad to the Roanoke Valley would be better served and enhanced by virtue of this road, and

WHEREAS, the interests of North Carolina and Virginia would be better served by an interstate-quality road in this region, because such alignment would provide improved access to major financial, medical, educational and airport facilities, and

WHEREAS, such an alignment would strengthen both interstate and intrastate commerce, and

WHEREAS, the national energy savings from this approved north-south corridor would be great, and

WHEREAS, the safety of this corridor would be greatly improved with an interstate-quality highway.

NOW, THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Madison that the Transportation Boards of North Carolina and Virginia be urged to support an interstate-quality highway between the Piedmont Triad and the Roanoke Valley, and

BE IT FURTHER RESOLVED that other localities, chambers of commerce and economic development organizations along the proposed alignment be called upon to take a similar position, and

BE IT FINALLY RESOLVED that the congressional delegation composed of The Honorable Steve Neal, The Honorable Jesse Helms, and The Honorable Lauch Faircloth be urged to work for the project's implementation, and that a copy of this resolution be sent to the appropriate state legislators, asking for

their support.

ADOPTED by the Board of Aldermen of the Town of Madison this 9th day of December, 1993.

Arthur R. Gwaltney, Mayor

ATTEST:

Brenda D. Moore

Brenda D. Moore, Town Clerk

RESOLUTION OF MADISON ROTARY CLUB

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorized the development of a national highway system, and

WHEREAS, an interstate-quality highway in the U.S. 220 corridor should be an essential element of that National Highway System, and

WHEREAS, ISTEA further identified in Section 1105 the Interstate 73 corridor from Charleston, South Carolina, to Detroit, Michigan, as being a high priority, and

WHEREAS, the states of West Virginia, North Carolina, and Virginia are working together to determine the route of I-73 through their respective states, and

WHEREAS, travel and economic development of the region from the Piedmont Triad to the Roanoke Valley would be better served and enhanced by virtue of this road, and

WHEREAS, the interests of North Carolina and Virginia would be better served by an interstate-quality road in this region, because such alignment would provide improved access to major financial, medical, educational and airport facilities, and

WHEREAS, such an alignment would strengthen both interstate and intrastate commerce, and

WHEREAS, the national energy savings from this approved north-south corridor would be great, and

WHEREAS, the safety of this corridor would be greatly improved with an interstate-quality highway.

NOW, THEREFORE BE IT RESOLVED by the Rotary Club of Madison, North Carolina that the Transportation Boards of North Carolina and Virginia be urged to support an interstate-quality highway between the Piedmont Triad and the Roanoke Valley, and

BE IT FURTHER RESOLVED that other localities, chambers of commerce and economic development organizations along the proposed alignment be called upon to take a similar position, and

BE IT FINALLY RESOLVED that the congressional delegation composed of The Honorable Steve Neal, The Honorable Jesse Helms, and The Honorable Lauch Faircloth be urged to work for the project's implementation, and that a copy of this resolution be sent to the appropriate state legislators, asking for their support.

Duly adopted this 31st day of January, 1994.

Gail C. Collins

Gail C. Collins, President
Madison Rotary Club

NORTH MIAMI BEACH BIKE PATH

Dear Mr Chairman:

Congress authorized the appropriation of $735,250 in 1992, and $400,000 in 1993, from the Federal Highway Fund for the design and construction of the North Miami Beach section of the Northeast Dade Bike Path Demonstration Project. This 6.5 mile bike path is the central segment of the northeast Dade County Bike Path plan. Both the northernmost segment, in unincorporated Dade County and the southern segment, in the City of North Miami, have been funded. Through an administrative error at the county level, this critical, middle part of the project was given a lower priority than the northern and southern sections. Because of this error, people without an understanding of the interconnecting design of this project mistakenly assumed that the North Miami Beach Bike Path was a separate and unconnected project. Because of this misunderstanding, the $1,135,250 in previously appropriated funds for the North Miami Beach Bike Path were rescinded in conference report 103-424, which accompanied HR3759, the Emergency Relief Act. However, as you will see, the North Miami Beach section is the critical "missing link" in the Northeast Dade Bike Path Project. Without this link the other two sections will not be connected, and the entire regional bike path system will not function.

To further underscore that this is an ongoing project, a joint participation agreement between the City and the State of Florida Department of Transportation for the planning and design of the bike path along the Snake Creek Canal, had been executed on April 21, 1993. The City is expending over $35,000 in surveying and mapping costs, as well as costs for engineering and design work. The design phase has been completed on time and the City is ready to obtain permits from all pertinent agencies.

I respectfully request that full funding for this vital project be reinstated so that this bike path, which conforms to the highest standards of bike path design, while enhancing the linear park concept in the heart of a densely populated urban area, can be restored as the critical link in the Northeast Dade Bike Path System.

[illegible] 21, FLORIDA

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DADE & PALM BEACH COUNTIES
TOLL FREE
930-7426

WAYS AND MEANS
SUBCOMMITTEES
TRADE
HUMAN RESOURCES

Congress of the United States

House of Representatives

Washington, DC 20515-0922

March 11, 1994

The Honorable Nick Joe Rahall, II
Chairman, Subcommittee on Surface Transportation
2104 Rayburn H.O.B.
Washington, D.C. 20515

Dear Mr. Chairman:

We write to request the inclusion of the North Miami Beach section of the Northeast Dade Bike Path Project at North Miami Beach, Florida, in the upcoming interim ISTEA legislation being considered by the Committee on Public Works. Attached is detailed information on the project, including specific responses to the various criteria outlined for Committee consideration of this request.

Previously, this project received an appropriation of $735,250 for FY 1992, and $400,000 for FY 1993, from the Federal Highway Fund for the design and construction of the North Miami Beach section of the Northeast Dade Bike Path Project. This 6.5 mile bike path is the central segment of the northeast Dade County bike path plan. Both the northernmost segment, in unincorporated Dade County and the southern segment, in the City of North Miami, were funded at the same time.

Through an administrative error at the county level, this critical, middle part of the Northeast Dade Bike Path Project, was given a lower priority than the northern and southern sections. Because of this error, people without an understanding of the interconnecting design of this project mistakenly assumed that the Northeast Dade Bike Path Project was a separate and unconnected project. Because of this misunderstanding, the $1,135,250 in previously appropriated funds for the North Miami Beach Bike Path Project were rescinded in conference report 103-424, which accompanied H.R. 3759, the Emergency Relief Act. However, as you will see, the North Miami Beach section is a critical and necessary part of the Northeast Dade Bike Path Project.

To further underscore that this is an ongoing project, a joint participation agreement between the City of North Miami Beach and the Florida State Department of Transportation for the planning and design of the North Miami Beach bike path, had been executed on April 21, 1993. The City is expending over $35,000 in surveying and mapping costs, as well as costs for engineering and design work. The design phase has been completed on time and the City of North Miami Beach is ready to obtain permits from all pertinent agencies.

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

We respectfully request that full funding for this vital project be reinstated so that this bike path, which conforms to the highest standards of bike path design, while enhancing the linear park concept in the heart of a densely populated urban area, can be restored as the critical link in the Northeast Dade bike path system.

Sincerely,

Carrie P. Meek
Member of Congress

E. Clay Shaw
Member of Congress

Sincerely,

E. Clay Shaw, Jr.
Member of Congress

ECS:ko

BIKE PATH EXISTING & PROPOSED MAP
NMB BIKE PATH
EXTENSION
PHASE II
OF AVENTURA
LEGEND
Existing
In Construction
Improvement
Proposed
Aventura
Proposal
North Miami
Proposal
NORTH MIAMI
PROPOSAL

Hon. Carrie P. Meek

Statement Before
Subcommittee on Surface Transportation
Committee on Public Works and Transportation
U.S. House of Representatives
2:45 p.m. - March 15, 1994

Mr. Chairman, I am here this afternoon to support the Metro-Dade County Commissioners' Program of Interrelated Projects request for their Transit Program. The entire program as well as the transit portion has the unanimous support of the County Commission and all six Members of the House of Representatives who represent parts of Dade County. Rarely do you see such unanimity among this diverse group. (I will have comments about non transit proposals latter.)

Dade County has become the transportation and commercial hub for Central and South America. This is the gateway for most of North America to Central and South America. It is the gateway for Western Europe (and those who connect through Western Europe) for Central and South America. It is the gateway for those coming from Central and South America for much of the world. Its position as a major international hub was further recognized by its selection for this fall's Western hemisphere summit. Miami International Airport last year

became the largest handler of international air cargo in the United States. The Port of Miami is experiencing capacity bursting growth in cargo and cruise ships. Dade County is home to an internationally diverse community of 2 million persons. Dade County has the unfortunate distinction of being the fourth most congested metropolitan area in the Nation.

At the center of this international activity is the Metro-Dade Transit System, the only existing rail transit agency not included in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

Existing and proposed transit extensions tie together this international commerce. The international market, with our encouragement, has chosen Miami and Dade County to be a transportation, commercial and cultural hub for the Western Hemisphere, Western Europe, Africa and the Middle East. This economic activity benefits the entire United States economy. The advent of modern air travel along with leap frogging satellite communications technologies make it possible to locate this hub in many places. Multi lingual and cultural Miami and Dade County make it the unique location within the United States.

It is time to correct the oversight in ISTEA and authorize this system. Much study and discussion has gone into this plan. It will tie together all of the local and international transportation modes. Dade County cannot expand highway capacity beyond that which is underway. The only realistic solution is the expansion of existing rail transit system. This proposal will tie together Miami International Airport, the Seaport, Homestead Air Force Base which is being transitioned into commercial use, existing highway systems, Tri County Rail (a "traditional" commuter rail) and transportation in adjacent counties. Upon completion and with a couple of changes or trains, you will be able to travel by rail from the gateway to the Florida Keys to several airports, seaports and end up around Palm Beach. If there ever was an Intermodal system, this is it.

This program will meet future and existing transportation needs that can be met no other way. It has taken years to reach the consensus, but we are now united. It serves all economic and social strata of our community. An example of the local commitment is the adoption of a local dedicated revenue source for this program. The total FTA request over a multi year period is just 25.09% of the total

projected cost. This is not a "local" project but one which affects the increasing economic integration of the Western Hemisphere--will the transportation and commercial hub be in the United States or some point South? This proposal is a key to this determination.

I strongly request the inclusion of this program in the Surface Transportation bill being considered by this Subcommittee.

I have also communicated to you, Mr. Chairman, two other requests more parochial in nature, but consistent with this proposal. Many have not understood the late Speaker O'NEILL's dictum: "All politics is local". If one part of the Nation falls behind, the whole Nation slips as well. If one part of the Nation moves forward, it also helps move forward the entire Nation.

I have requested five additions to the National Highway System which were left off the proposal for reasons which are truly mysterious. The first national highway, which is still heavily utilized by interstate and international traffic, US 1, was not included. Each of this proposed additions, although separate from the transit proposal, compliments it. That is, inclusion would allow the possibility of "flexing" some highway funds into these transit extensions. With my January 6 submittal I

provided answers to the questions you propounded and, additionally, included traffic counts and projected traffic counts. There is also a request for some minor highway construction. If you need information beyond that already provided, please let me know.

I have joined with Congressman Shaw requesting an authorization for bicycle paths in Northeastern Dade County. This will tie together a system and relieve traffic congestion. It also ties into the transit program by allowing bicycle access to rail transit.

Thank you for the privilege of appearing today. I believe that these requests are realistic and I request that they be favorably considered.

COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEES
COMMERCE, JUSTICE, STATE AND JUDICIARY
LEGISLATIVE
VICE CHAIRMAN

Congress of the United States
House of Representatives
Washington, DC 20515-4608

JAMES P. MORAN
8TH DISTRICT OF VIRGINIA

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FEDERAL GOVERNMENT SERVICE TASK FORCE
CO-CHAIRMAN

STATEMENT OF REPRESENTATIVE JIM MORAN
TO THE SUBCOMMITTEE ON
SURFACE TRANSPORTATION OF THE
HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

March 15, 1994

Mr. Chairman, thank you for the opportunity to appear briefly before the subcommittee this afternoon and to introduce to the members my good friend and constituent, Fairfax County Supervisor Gerry Hyland.

Gerry is here to speak to you about a project that he and I have worked on for many years which is a transportation priority for all Northern Virginians -- the Fairfax County Parkway.

The Fairfax County Parkway, when completed, will extend 35 miles from the northwest corner of the County to just outside of Fort Belvoir in the southeast corner of the county. A controlled-access facility, it will link two major interstates and the Dulles Toll Road and provide much-needed relief for the Capital Beltway.

While Gerry will provide details of our specific request, I want to remind the subcommittee that we don't come to the table looking for a handout. In keeping with the adage that "good things come to those who help themselves," I am proud to inform you that the Parkway -- now 80% completed -- has been funded almost entirely by Virginia funds and bonds, Fairfax County bonds, and developer contributions -- a total of over $450 million. Assistance from this subcommittee and the full committee would help greatly in finishing this project.

I look forward to working with the subcommittee on this request.

PRINTED ON RECYCLED PAPER

TESTIMONY

BY

BENSON B. MURPHY

EXECUTIVE PORT DIRECTOR

PORT OF PALM BEACH

4 EAST PORT ROAD

RIVIERA BEACH, FLORIDA 33404

BEFORE

THE HOUSE SUBCOMMITTEE ON SURFACE TRANSPORTATION

HONORABLE NICK JOE RAHALL, III, CHAIRMAN

15 MARCH 1994

MR. CHAIRMAN, MEMBERS OF THE SUBCOMMITTEE, I AM PLEASED TO APPEAR BEFORE YOU TODAY TO DISCUSS A PROJECT WHICH WILL INCREASE AMERICA'S EXPORT POTENTIAL DRAMATICALLY, CREATE JOBS IN SOUTH FLORIDA, INCREASE INTERMODAL EFFICIENCY, AND IN DOING SO, ENHANCE OUR AIR QUALITY, RELIEVE URBAN HIGHWAY CONGESTION, AND IMPROVE HIGHWAY SAFETY. I WOULD ALSO LIKE TO THANK CONGRESSMAN SHAW FOR HIS SPONSORSHIP OF OUR REQUEST, AND CONGRESSMEN LEWIS, JOHNSTON, AND HASTINGS FOR THEIR SUPPORT AND ASSISTANCE.

AS MANY OF YOU UNDOUBTEDLY KNOW, SOUTH FLORIDA IS A RAPIDLY GROWING REGION OF THE COUNTRY, NOT ONLY IN TERMS OF POPULATION, BUT ALSO RELATIVE TO THE ROLE IT PLAYS IN INTERSTATE AND INTERNATIONAL BUSINESS AND COMMERCE. THE PORT OF PALM BEACH HAS BEEN EXPERIENCING STEADY GROWTH IN ITS CARGO HANDLING AND CRUISE PASSENGER BUSINESS OVER THE PAST 20 YEARS, AND RECENT TRENDS IN INTERMODAL EFFICIENCIES HAVE ALLOWED THE PORT AND ITS TENANTS TO DEVELOP A SIGNIFICANT NICHE MARKET FOR CONTAINER CARGO TRANSSHIPMENT AND EXPORT TO THE CARIBBEAN, AND CENTRAL AND SOUTH AMERICA.

TO EFFECTIVELY POSITION ITSELF TO CONTINUE TO ADDRESS THE EXISTING AND ANTICIPATED DEMANDS OF THIS MARKET, THE PORT MUST ENSURE THE EFFICIENT WEST-TO-EAST INTERMODAL FLOW OF GOODS AND PEOPLE ACROSS U.S. HIGHWAY 1 TO THE WATERSIDE ACTIVITY AREA OF THE PORT. IN ORDER TO ACHIEVE THIS GOAL THE PORT HAS IDENTIFIED CRITICAL CAPITAL

IMPROVEMENTS PROJECTS REPRESENTING A $120+ MILLION INVESTMENT PROGRAM. THE FUNDING FOR THIS UNDERTAKING WILL COME OVER THE NEXT FIVE YEARS FROM VARIOUS SOURCES, INCLUDING THE PORT OF PALM BEACH, THE STATE OF FLORIDA, THE UNITED STATES ARMY CORPS OF ENGINEERS, THE CITY OF RIVIERA BEACH, PALM BEACH COUNTY, PRIVATE INDUSTRY, AND NATIONAL RAILROADS.

MR. CHAIRMAN, WE FEEL IT IS VERY IMPORTANT THAT THE MEMBERS OF THIS COMMITTEE UNDERSTAND THAT OF THIS $120+ MILLION PROJECT, WE ARE ONLY ASKING FOR $11.1 MILLION FROM THE UNITED STATES GOVERNMENT FOR THIS HIGHWAY ENHANCEMENT PROGRAM. WE WANT TO EMPHASIZE THAT WITHOUT THIS STRATEGIC INVESTMENT REPRESENTING LESS THAN 10% OF THE ENTIRE PROJECT, IT IS SENSELESS TO INVEST MOST OF THE REMAINDER OF THE $120+ MILLION.

THE SINGLE GREATEST LIMITING FACTOR TO THE PORT'S ABILITY TO GENERATE ADDITIONAL EMPLOYMENT AND ECONOMIC ACTIVITY IS THE CONGESTED CHOKEPOINT AT THE AT-GRADE INTERSECTION OF U.S. 1 AND STATE ROAD 710. THIS CHOKEPOINT EFFECTIVELY CUTS THE PORT OF PALM BEACH INTO FOUR PIECES, CREATING AN EXTREMELY INEFFICIENT SITUATION FOR MOVEMENT OF GOODS AND SERVICES. U.S. HIGHWAY 1 AND STATE ROAD 710 BOTH CARRY ALL OF THE PORT TRAFFIC IN ADDITION TO ALL LOCAL TRAFFIC AND TRAFFIC FOR CRUISE PASSENGERS ATTEMPTING TO ACCESS THE CRUISE TERMINAL LOCATED IN THE PORT OF PALM BEACH.

THE REMOVAL OF THE AT-GRADE BOTTLENECK CREATED BY U.S.1/STATE ROAD 710 BY ELEVATING THE ROADWAY WITHIN THE ULTIMATE PORT BOUNDARIES WILL GREATLY IMPROVE THE ABILITY OF THE PORT TO INCREASE ITS LANDSIDE EFFICIENCY. SOME PORT ACTIVITIES, SUCH AS THE CONTAINER OPERATIONS, WILL BE ABLE TO DOUBLE THEIR THROUGHPUT ONCE U.S. 1 IS ELEVATED. OTHER TENANTS, PARTICULARLY THOSE REPRESENTING FLORIDA'S AGRICULTURAL INTERESTS, ARE ALREADY MEETING THE NEEDS OF THEIR MARKETS, BUT MORE EFFICIENT AND SAFE LANDSIDE TRANSPORTATION SYSTEMS WILL HELP THEIR COMPETITIVENESS IN THE INTERNATIONAL MARKET. CONSERVATIVELY, WE ESTIMATE A $300 MILLION ANNUAL INCREASE IN EXPORT POTENTIAL FROM THE PORT AS SOON AS U.S. 1 IS ELEVATED.

THE EXISTING CHOKEPOINT AT THE INTERSECTION OF U.S. 1 AND STATE ROAD 710 RESULTS IN AN AVERAGE OF 600 TRUCKS PER DAY IDLING FOR AN AVERAGE OF TWO MINUTES EACH AT THE TRAFFIC LIGHT AT THAT INTERSECTION. THIS ADDS UP TO APPROXIMATELY 7,300 HOURS ANNUALLY BEING SPENT BY TRUCKS WAITING TO CROSS U.S. HIGHWAY 1, RESULTING IN SIGNIFICANT UNNECESSARY EMISSIONS OF HYDROCARBONS, CARBON MONOXIDE, AND NITROUS OXIDES INTO THE LOCAL ATMOSPHERE. APPROVAL OF THIS PROJECT WILL REDUCE TOTAL ANNUAL POLLUTANT LOADING INTO THE LOCAL ATMOSPHERE BY OVER 1,500 KILOGRAMS.

THE RECENT U.S. APPROVAL OF THE NORTH AMERICAN FREE TRADE AGREEMENT PUTS THE PORT OF PALM BEACH IN A POSITION TO CAPITALIZE ON INCREASING DEMANDS FOR EFFICIENT TRADE AND COMMERCE IN THE DECADES TO COME. MANY OF THE PORT'S TENANTS ARE ALREADY EXPANDING THEIR

TRADE OPPORTUNITIES WITH MEXICO AND WE SEE THAT AS A CONTINUING TREND IN THE FUTURE.

IN ADDITION, WHILE WE ARE NOT MAKING STATEMENTS ADVOCATING U.S. FOREIGN POLICY ONE WAY OR ANOTHER, WE BELIEVE THAT IT IS WISE FOR THE PORT OF PALM BEACH TO STAND READY TO ALLOW U.S. BUSINESSES TO CAPITALIZE ON POTENTIAL OPENINGS IN CUBAN MARKETS IN THE NEAR FUTURE. THE RAILWAYS IN THE UNITED STATES ARE SIGNIFICANTLY INCREASING THEIR INVESTMENTS AND THEIR ROLLING STOCK INFRASTRUCTURE TO CAPITALIZE ON THESE NEW MARKETS, AND THE PORT OF PALM BEACH, WITH ITS OWN RAILWAY AND DIRECT LINKS TO THE F.E.C. TRACKS RUNNING DOWN THE EAST COAST OF FLORIDA, IS IN ONE OF THE BEST POSITIONS TO BE ABLE TO CAPITALIZE ON THESE NEW MARKETS.

THIS MAY BE ONE OF THE FEW TRANSPORTATION PROJECTS IN SOUTH FLORIDA THAT HAS GENERATED NO CONTROVERSY. AS A MATTER OF FACT, IN A SHORT PERIOD OF TIME, WE HAVE OBTAINED RESOLUTIONS OF SUPPORT FROM THE CITY OF RIVIERA BEACH COUNCIL, THE RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY, THE PALM BEACH COUNTY METROPOLITAN PLANNING ORGANIZATION, AND HAVE SUCCEEDED IN HAVING THE PROJECT PLACED ON THE STATE TRANSPORTATION IMPROVEMENT PROGRAM.

MR. CHAIRMAN, AS YOU AND YOUR COMMITTEE CAN SEE, THE PORT OF PALM BEACH STANDS READY TO FACILITATE ENORMOUS PUBLIC AND PRIVATE INVESTMENTS WHICH WILL ALLOW US TO HELP INCREASE OUR NATION'S COMPETITIVENESS IN INTERNATIONAL TRADE, IMPROVE LOCAL TRAFFIC

SAFETY, REDUCE AIR POLLUTION, AND CREATE JOBS IN FLORIDA, BUT WE CAN ONLY DO SO WITH YOUR HELP. YOUR FAVORABLE CONSIDERATION OF OUR REQUEST FOR $11.1 MILLION FOR THIS INTERMODAL HIGHWAY IMPROVEMENTS PROJECT IS THE CATALYST WE NEED TO ACHIEVE OUR STATED GOALS AND OBJECTIVES.

THANK YOU.

THAT CONCLUDES MY BRIEF TESTIMONY MR. CHAIRMAN, AND I WOULD BE PLEASED TO ADDRESS ANY QUESTIONS THAT YOUR COLLEAGUES OR YOURSELF MAY HAVE.

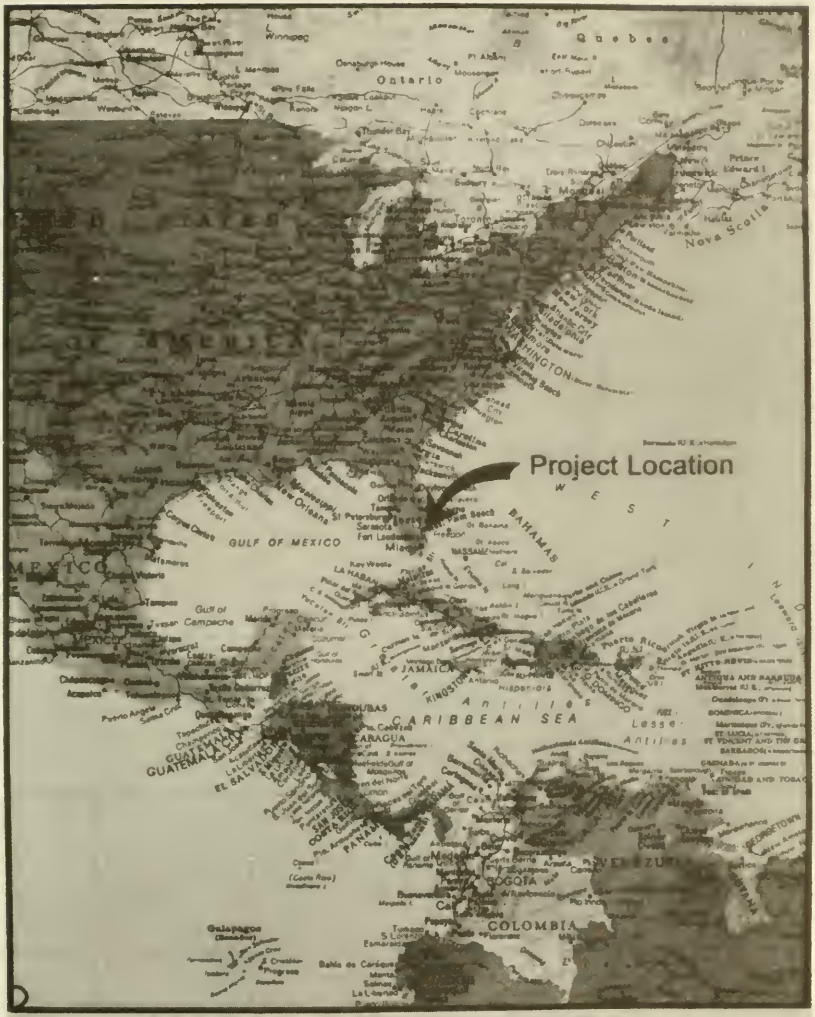
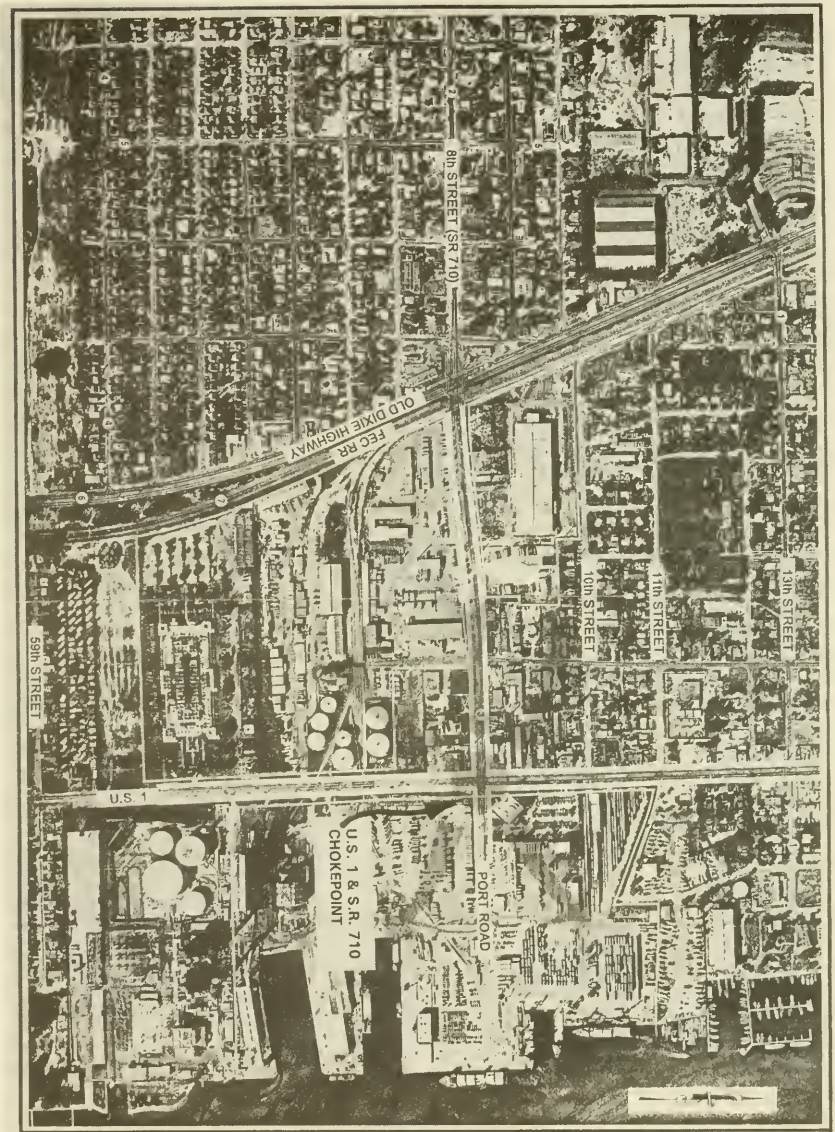
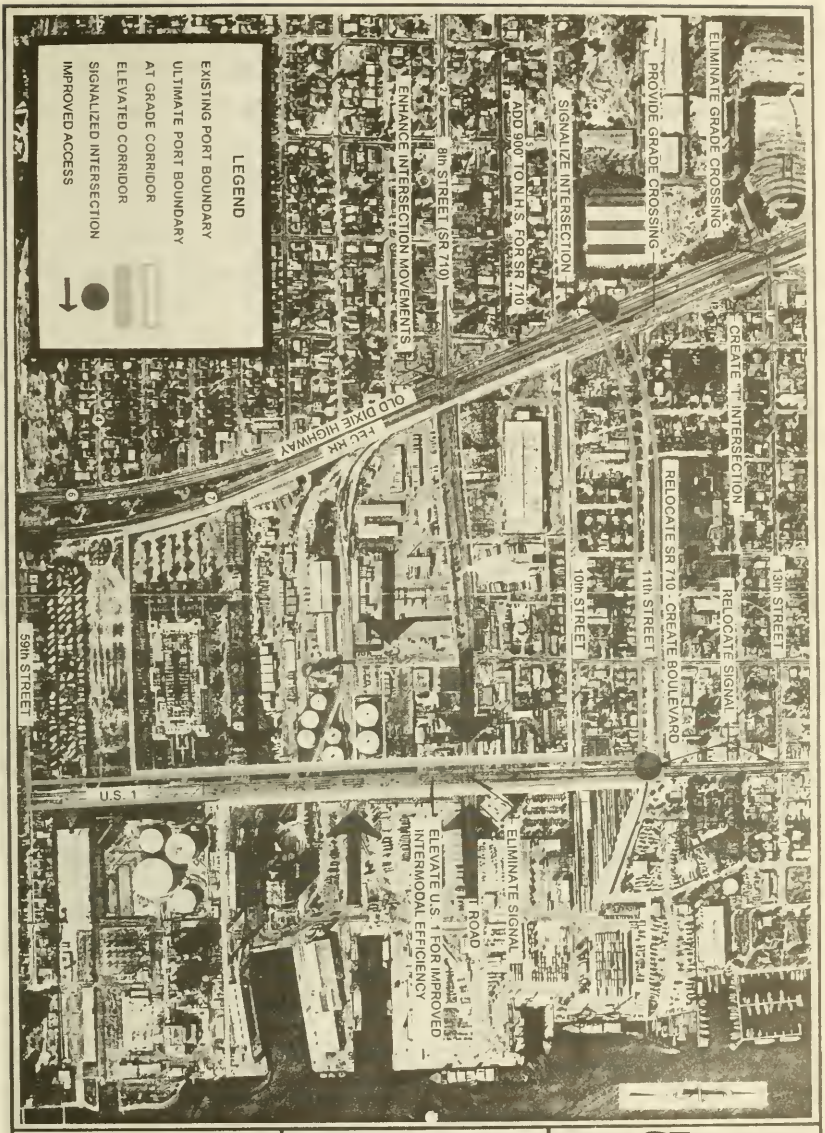


FIGURE 1 PROJECT LOCATION



PORT OF PALM BEACH PALM BEACH COUNTY, FLORIDA	INTERMODAL SURFACE TRANSPORTATION CONCEPTUAL PLAN	PBS&J

FIGURE 4 EXISTING PORT PROPERTY and FACILITIES



PORT OF PALM BEACH PALM BEACH COUNTY, FLORIDA	INTERMODAL SURFACE TRANSPORTATION CONCEPTUAL PLAN	PBS&J

FIGURE 5 HIGHWAY IMPROVEMENT PROJECT

Statement before the

Subcommittee on Surface Transportation

of the

House Public Works and Transportation Committee

Relating to

The National Highway System and ISTEA

by

Tom Murphy, Mayor

City of Pittsburgh

March 15, 1994

DRAFT

Mr. Chairman and members of the House. I am Tom Murphy, Mayor of the City of Pittsburgh, and I would like to thank you for the opportunity to talk with you today about ISTEA and the role it can play in the economic development of cities. I would like to first describe the Pittsburgh of today, since our transportation needs have changed as our economy has changed. The flexibility of ISTEA should permit us to respond to those needs.

Pittsburgh's region is unique. Its topography, rivers and natural materials led to its historic industrial development along the rivers. This development was so impressive that it lead Winston Churchill to describe Pittsburgh during the second world war as "the crucible of democracy". Pittsburgh's transportation systems over the centuries have been varied: its three rivers, canals, railroads, highways, air transportation and telecommunications have all played major roles in the evolution of its economy. Its primary economic development, once located in the City and in the valley towns along the rivers, is now increasingly concentrated in the City's downtown and in our Oakland neighborhood, the Commonwealth's third largest "downtown" and home of western Pennsylvania's education and health institutions. Job growth is also increasingly occurring in selected suburban areas. The region's job growth has been in the corporate and financial services sectors as well as health care, the latter prompting Prime Minister John Majors to meet with Pittsburgh's famed transplant team on his visit with the President to the City earlier this month.

Numerically, the Pittsburgh region recovered from devastating job losses of the early 1980s and now has as many jobs as ever. But the jobs are very different and their locations are very different -- primarily in the City's two downtowns and in a few suburban job centers. The river valleys--in the City as well as in nearby mill towns--remain devastated.

Our transportation needs for the 21st century are now more complex and varied than ever before. ISTEA is well-suited to meet those needs if the administrators at all levels are truly committed to its goals.

Our downtown is one of the nation's most efficient, with 140,000 people working on 400 acres, the size of a modest college campus. Over half arrive via transit. William Millar, the Executive Director of the County's transit system, has described the important role of transit in support of economic development. Those who drive to our downtown average one and a half persons per car. We service that downtown job base plus 100,000 daily business visitors and shoppers with only 40,000 parking spaces, a fraction of the number that would be required were these same jobs spread out in suburban business parks. We have light rail transit and the only busways in the United States. And, with the help of ISTEA, the third busway from downtown to the Airport will be under construction this year.

But if downtown is to prosper, those who drive and carpool must also be accommodated. The proposed National Highway System recognizes the commercial and military needs to be served by highways. At the local level, the City's proposed North Side/I 279 Intermodal Transportation Center, or ITC, would complete the high occupancy vehicle system started as part of the Interstate Highway System over a decade ago. Already in place are 16 lane miles reserved for high occupancy vehicles on interstate 279, with suburban park 'n ride lots. I 279, of course, is part of the proposed National Highway System. We propose to complete this I 279 HOV system with the staged construction of a three thousand car garage at the downtown end of the HOV ramps, with convenient transit access to downtown. The garage is adjacent to the proposed Three Rivers Stadium station of the light rail extension to the City's north side. In the interim the ITC would be served by bus lines which run along one side of the site. The City and the County are also just completing the reconstruction of four blocks of sidewalks including the sidewalk on the Sixth Street bridge over the Allegheny River to encourage users of the ITC to complete their journey to work on foot. In fact, this pedestrian system connects to the City's trail along the north shore of the Allegheny River, which will be extended this year with the assistance of ISTEA enhancement monies. We believe our ITC is what ISTEA is all about: a balanced transportation strategy which recognizes that people movement rather than vehicle movement should be the litmus test for transportation investments in our country. The City's ITC is currently on both the regional transportation improvement program and the state's transportation improvement program as required by ISTEA and, in fact, has

been rated by the regional planning commission as the highest priority congestion management project in the region.

I would also like to say a few words about a second project which we believe is also uniquely suited for ISTEA monies. In the very center of our Golden Triangle, we have the major station of our light rail transit system--the Steel Plaza Station. Directly connected to this station are two office structures of 4 million square feet. These two structures accommodate about 16,000 jobs. Many business trips are taken on the elevator system of each of these office towers and the connecting passageways through the transit station. If these 16,000 jobs were situated in suburban business parks, these same business trips would be taken most typically on a federally subsidized beltway which would likely be as congested at 2 PM as it would be during the morning and evening rush hours. These elevator systems of our major downtown highrises are the equivalent of the beltways that serve suburban business trips with one primary exception: these vertical transportation systems are entirely privatized. I might also add, that these elevator systems have very low mortality rates. The Pittsburgh City Center project is a proposed development project that would also be staged and would ultimately add another 4 million square feet of development at the Steel Plaza Station. Coupled with the existing 4 million square feet, we would have the country's largest development project at a transit station outside of Manhattan. Located at the most accessible place in our region, it will reduce the demand for new

highways. We are requesting consideration of funding for improvements in the transit station necessary for this project to proceed.

Finally, let me applaud Congress for its creation of ISTEA and encourage you not only to stay the course but strengthen the law and its implementation. First, we agree with Congress' intent in ISTEA that more decision-making should rest at the local level through the metropolitan planning organizations. However, using either population or jobs as the criterion, the City of Pittsburgh and Allegheny County are seriously underrepresented in the makeup of our MPO. Given the role of the MPO in planning and resource allocation decisions, we believe that Congress should mandate a one-person, one-vote representation system for MPO's.

A second point I would like to make relates to the administration of ISTEA. While we realize that forty years of doing business one way is not likely to be changed overnight--even with a law as fundamentally different as ISTEA--we believe that, thus far, ISTEA appears to be providing increased funding for long stalled highway projects while transportation innovations are subjected to endless delays and bureaucratic red tape. Some of the folks in the trenches just haven't gotten the message! Your continued, vigorous support for the message and the intent of ISTEA will help us all to make it a reality.

I look forward to working with you and bringing you projects, such as the Airport Busway, our ITC's and Light Rail improvements, which will demonstrate cost-effectiv ways of moving people and encouraging private job-creating investments. Thank you

PF/jd
3-9-94
wp\pf3(spch lm)

TABLE A (Existing Demand)

DOWNTOWN PITTSBURGH PARKING DEMAND MATRIX

NUMBER OF COMMUTER PARKING SPACES NEEDED TO SUPPORT A DAYTIME EMPLOYMENT BASE OF 119,000 WORKERS*

PERSONS PER AUTO	PERCENT WORKERS USING TRANSIT										
	0%	10%	20%	40%	50%	55%	60%	70%	80%	90%	100%
1.0	119,000	107,100	95,200	83,300	59,500	53,550	47,600	35,700	23,800	11,900	0
1.1	108,182	97,364	86,545	75,727	54,091	48,682	43,273	32,455	21,636	10,818	0
1.2	99,167	89,250	79,333	69,417	49,583	44,625	39,667	29,750	19,833	9,917	0
1.3	91,538	82,385	73,231	64,077	45,769	41,192	36,615	27,462	18,308	9,154	0
1.4	85,000	76,500	68,000	59,500	42,500	38,250	34,000	25,500	17,000	8,500	0
1.5	79,333	71,400	63,467	55,533	39,667	35,700	31,733	23,800	15,867	7,933	0
1.6	74,375	66,938	59,500	52,062	37,188	33,469	29,750	22,312	14,875	7,438	0
1.7	70,000	63,000	56,000	49,000	35,000	31,500	28,000	21,000	14,000	7,000	0
1.8	66,111	59,500	52,889	46,278	33,056	29,750	26,444	19,833	13,222	6,611	0
1.9	62,632	56,368	50,105	43,842	31,316	28,184	25,053	18,789	12,526	6,263	0
2.0	59,500	53,550	47,600	41,650	29,750	26,775	23,800	17,850	11,900	5,950	0

Assuming 55% Transit, 1.5 Auto Occupancy, and 28,800 shoppers/visitors:

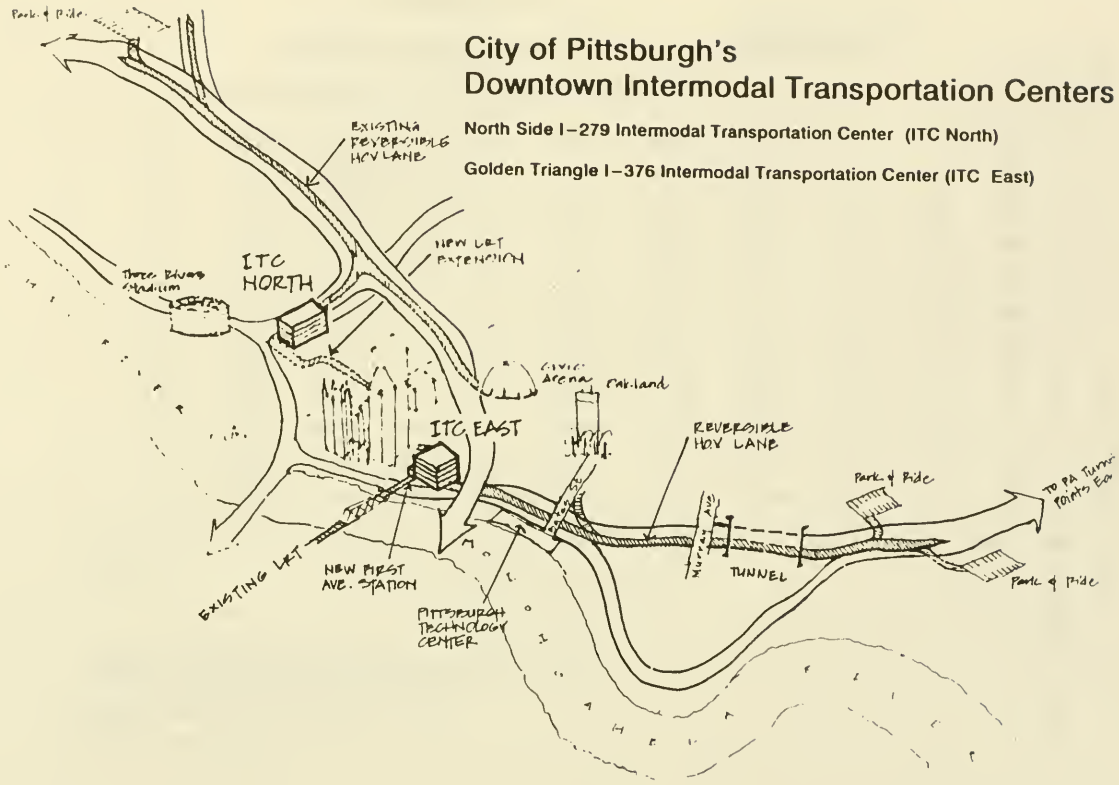
COMMUTER SPACES		SHOPPER/VISITOR SPACES		TOTAL PARKING DEMAND
35,700	+	4,774	=	40,474 spaces

* 85% of 140,000 workforce

City of Pittsburgh's
Downtown Intermodal Transportation Centers

North Side I–279 Intermodal Transportation Center (ITC North)

Golden Triangle I–376 Intermodal Transportation Center (ITC East)



North Side 1–370 Imperial Square

One Person - One Vote Options
SPRPC

Based on Population:

	Population	Votes
Pittsburgh	369,879	16
Allegheny	966,570	42
Armstrong	73,478	3
Beaver	186,093	8
Butler	152,013	7
Washington	204,584	9
Westmoreland	370,321	16
Total	2,322,938	100

Based on Workplace Employment:

	Employment	Votes
Pittsburgh	365,803	31
Allegheny	426,927	36
Armstrong	24,722	2
Beaver	62,625	5
Butler	64,856	6
Washington	80,451	7
Westmoreland	149,926	13
Total	1,175,310	100

Source SPRPC Cycle 4a Forecast, derived from 1990 US Census

Population and Employment
Southwestern Pennsylvania Six County Region

Population

	1940	1950	1960	1970	1980	1990
Allegheny	1,411,539	1,515,237	1,628,587	1,605,133	1,450,195	1,336,449
Armstrong	81,087	80,842	79,524	75,590	77,768	73,478
Beaver	156,754	175,192	206,948	208,418	204,441	186,093
Butler	87,590	97,320	114,639	127,941	147,912	152,013
Washington	210,852	209,628	217,271	210,876	217,074	204,584
Westmoreland	303,411	313,179	352,629	376,935	392,184	370,321
	2,251,233	2,391,398	2,599,598	2,604,893	2,489,574	2,322,938

Employment

	1940	1950	1960	1970	1980	1990
Allegheny	463,073	566,921	577,613	591,606	617,018	595,405
Armstrong	22,751	25,626	23,586	24,234	27,318	28,092
Beaver	49,228	65,314	70,696	74,864	81,073	74,530
Butler	26,377	31,441	38,022	44,116	59,693	67,671
Washington	63,043	72,011	70,836	73,285	83,695	81,862
Westmoreland	87,040	104,565	112,993	131,147	156,687	156,108
	711,512	865,878	893,746	939,252	1,025,484	1,003,668

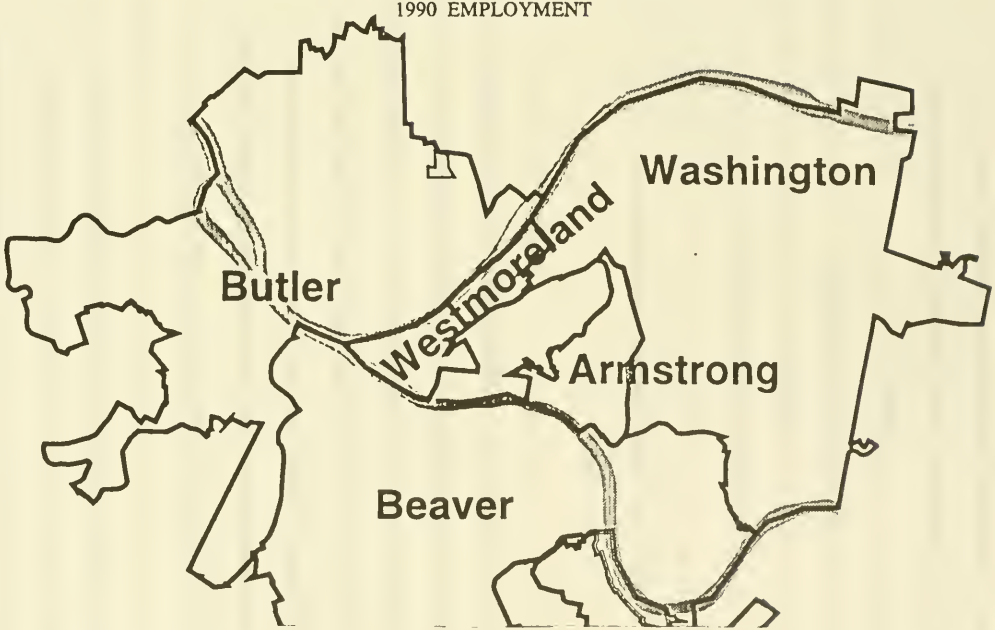
Source: US Census
Pittsburgh City Planning

THE REGION'S JOBS

1/3	1/3	1/3
City of Pittsburgh	Allegheny County (w/o City)	Remaining Counties

REGIONAL EMPLOYMENT EQUIVALENCIES

1990 EMPLOYMENT



ARMSTRONG = OAKLAND	24,722 EMPL.
BEAVER = SOUTH SIDE + HAZELWOOD + HILL DISTRICT	62,625 EMPL.
BUTLER = WEST END + NORTH SIDE	64,856 EMPL.
WASHINGTON = EAST END	80,451 EMPL.
WESTMORELAND = GOLDEN TRIANGLE + STRIP DISTRICT	149,926 EMPL.

2877

Testimony of Representative Bill Orton

Regarding the I-15/University Avenue Interchange Improvement Project

and the

5600 West Improvement Project

before the

Surface Transportation Subcommittee

of the

Committee on Public Works and Transportation

March 15, 1994

Thank you Mr. Chairman, Mr. Petri, and distinguished members of the Surface Transportation Subcommittee for the opportunity for Congresswoman Shepherd and me to present testimony in support of authorizations for two Utah projects. We are here today, to testify on behalf of the I-15\University Avenue Interchange Project in Provo, Utah and the 5600 West Improvement Project in West Valley City, Utah. Before describing these projects, however, I would like to introduce two distinguished gentlemen from Utah, Mayor Gearld Wright from West Valley City, and Mayor George Stewart from Provo.

As you may know, Utah County and the city of Provo, Utah in particular have experienced tremendous growth over the last dozen years. As a result, much of the transportation infrastructure in Utah County is well beyond its originally planned capacity levels. And one of the best examples of where critically needed improvements are an absolute necessity is at the I-15\University Avenue Interchange in Provo. As the Committee knows, this project has been funded in the past as a Demonstration Project through various Transportation Appropriations Acts. At this juncture, Provo is seeking a total authorization

of $17.5 million, which would be enough to complete this very worthwhile and urgently needed project. The Utah County Commission, the local MPO, the city of Provo, and the Utah Department of Transportation (UDOT) all consider the completion of this project as one of their very top priorities. As an example of the state's commitment to this project, Governor Leavitt was successful in obtaining a special $1 million appropriation from the Utah State Legislature for additional preliminary design work. Since this project has already received a good portion of the needed funding, I think it only makes good economic sense for this project to be completed as quickly as possible.

The current configuration of the interchange at I-15 and University Avenue is no longer capable of even handling the current flow of traffic that uses the interchange on a daily basis. Furthermore, the anticipated growth in the number of new jobs in the immediate area will only place a greater burden on this already overused interchange area. By way of background, the East Bay Business Park, which is home to many of the largest employers in Utah County, was built in the mid-1980's and has rapidly expanded over the last nine years. In that time, over 7,000 new jobs have been created in southern Provo. This area of Provo is now home to several international headquarters including the Novell and NuSkin Corporations, as well as dozens of small businesses. As a small start-up company only ten years ago, the workforce at Novell has exploded to almost 1,200 employees and is expected to increase to almost 4,000 additional employees by the end of the decade. However, since the future of this project was thrown into doubt last year when Demonstration Projects were stripped from the Transportation Appropriations Act, Novell does not feel that they can make plans to expand their physical plant and number of employees until they receive a firm commitment of enhanced access to and from Interstate 15. The prospect of losing Novell and the thousands of accompanying jobs would be absolutely devastating to the city of Provo,

Utah County and the entire state of Utah. It has been estimated that Novell's own contribution to the labor market and tax base in the Provo area is in excess of several hundred million dollars per year.

It should also be noted that this project is essential if the city of Provo is ever going to fully comply with the Clean Air Act. Currently, Provo city is in a non-attainment area due mainly to Carbon Monoxide emissions. This enhanced interchange would allow greater access to the already almost fully funded U.S. 89\U.S. 189 Connector Project. With improved access to this much needed connector, a substantial amount of the traffic that is currently being forced into the central business district, thus exacerbating the problem of non-attainment, could begin to use this enhanced interchange and new east\west connector. The new ramps at I-15 and University Avenue, which will improve access to the U.S. 89\U.S. 189 Connector Project, will also help to disperse traffic congestion, reduce overall vehicle trips, and therefore substantially reduce the overall Carbon Monoxide emissions which would allow Provo to meet the standards of the Clean Air Act.

The expansion of 5600 West in West Valley City is another project that is critically important to both the Second and Third Congressional Districts in Utah. At the current time, there are very few north/south arterials in western Salt Lake County that can accommodate both county and interstate truck traffic. With the proposed improvements, 5600 West will become a viable alternative to I-215 and will compliment I-15. There is a tremendous need for an additional arterial street that would allow trucks and vehicles to bypass these highly congested freeways. 5600 West is of regional significance in that it will extend to Utah County through Salt Lake County and north into Weber County.

The expansion of 5600 West is a priority to our Districts because it will provide urgently needed access for residential and business uses in the western part of Salt Lake County. The project is a priority to the state because of its regional impact. UDOT, the Wasatch Front Regional Council (the local MPO) and the city of West Jordan have already submitted their letters of support to the Committee. In addition, Salt Lake City and County are actively participating in the nearly completed EIS. I urge you to give West Valley City's proposal for expansion of 5600 West your most serious consideration.

There are many priority needs that are facing the state of Utah, and the development of an adequate transportation infrastructure is one of the most urgent. The completion of these projects will not only assist in providing an adequate transportation network to enable us to responsibly plan for and manage the rapid growth occurring in Utah, but will also improve public safety and significantly reduce pollution. We must be able to ensure the citizens of Provo, West Valley, and the entire state of Utah that we are committed to these urgently needed improvements.

Again, I would like to thank the committee for allowing us the opportunity to address these projects.

City of Brea

Prepared Testimony of Mayor Glenn Parker of the City of Brea, California, to the House Surface Transportation Subcommittee:

Request for State Route 57 Interchange Improvements Appropriation in the National Highway System Legislation

March 15, 1994

City of Brea
Number One Civic Center Circle
Brea, California 92621
(714) 990-7600

City Council | Glenn G. Parker, *Mayor* | Bev Perry, *Mayor Pro Tem* | Burnie Dunlap, *Councilman* | Carrey Nelson, *Councilman* | Kathy Wiser, *Councilwoman*

Civic & Cultural Center · Number One Civic Center Circle · Brea, California 92621-5758 · 714/990-7600 · FAX 714/990-2258

Good afternoon. As Mayor of the City of Brea, California, I would like to thank the Chairman and Honorable Members of the Surface Transportation Subcommittee for allowing me the opportunity to testify on behalf of my city and others throughout the Southern California region who utilize our transportation infrastructure.

For those unfamiliar with Brea, we are located about 35 miles east of downtown Los Angeles in the northern portion of Orange County or as many visitors to Southern California can relate to, about ten miles north of Disneyland. It was not very long ago that we were considered to be on the "outskirts" of the region, but as rapid growth moved east and out of the central Los Angeles area, we found ourselves urbanizing at a rapid pace. Before we knew it, we had become a member of the greater Southern California metropolis. I am here today to seek your assistance in helping our region mitigate a problem that is a direct result of this rapid urbanization.

"Four Corners" Location

In many ways we are blessed in that Brea's location at the convergence of Orange, Los Angeles, Riverside, and San Bernardino counties, is considered strategic to the region's commerce. For example, our area is able to support Orange County's second largest regional mall. How-

ever, as with many blessings, there are also associated responsibilities and burdens. Although our resident population is only 34,000, our daytime population soars to 100,000 as shoppers, tourists and employees travel to Brea. This regional influx of commuters results in traffic congestion above what would be considered normal for a community our size. While there is fair access to our city from the west via surface streets, the largest volume of traffic into town is concentrated on State Route 57, Brea's only freeway. We are proposing to expand the capacity of the State Route 57 freeway offramps in Brea to accommodate this influx of traffic.

Major Thoroughfare Congestion/Safety Concerns

We are bordered directly on our east by steep, undeveloped hills and canyons and, as such, State Route 57 is the main north/south corridor in this region. Over 200,000 cars utilize the SR57 corridor each day, with many, if not most, coming from the rapidly developing Inland Empire area to our north and east. This is one of the fastest growing regions in the nation. SR57 serves as a connector between east/west-running I-10, State Route 60, and the I-5 which runs the length of California. Many regard the I-5 as California's "backbone," but it should be noted that at the points where both highways cross into Los Angeles County, the volume of traffic on SR57 exceeds the I-5 by a thousand cars a day, demonstrating the regional importance of this route.

The Southern California Association of Governments (SCAG), representing six counties and 14 million people, has also recognized the significance of this area. SCAG officials have conducted a "Four Corners" study focusing on our specific traffic concerns and how they affect the region. This has resulted in the formation of a multi-agency transportation planning cooperative consisting of four counties, three California State Transportation (Caltrans) districts, and seven cities.

One of the issues we identified in Brea is how the freeway exits interact with our community. There are only two offramps where traffic can exit into our city, Imperial Highway (State Route 90) and Lambert Road. Each provide motorists north and southbound exits and entrances to the 57 Freeway.

The congestion at Lambert Road and Imperial Highway is so severe that vehicles often back up onto the freeway into the flow of traffic because of limited room on the ramp. Freeway drivers traveling at speeds of 55 miles per hour or more suddenly have to stop at a time and place they least expect. In aggravation, some of the stopped drivers pull out into the traffic lanes on their left where other cars are bearing down on them at full speed. Obviously there are safety concerns.

Two Potential Solutions

The question centers on how we can get these vehicles out of the lanes of traffic to a safe location. We have been able to identify two means to accomplish this goal. The first is to quickly move traffic from the ramps onto city streets. In other words, once cars are out of the freeway's traffic lanes and onto the exit ramps, we need to assist the timely transition of those cars onto our streets and to their ultimate destinations.

Toward this end, in 1989 we made major improvements to Lambert Road and nearby streets. Unfortunately, even this $3.75 million project only *reduced* the number of peak-time occasions when traffic backed up onto the freeway from Lambert Road.

To relieve the congestion on Imperial Highway (SR 90), we undertook a major widening and infrastructure improvement project. We are now in the final phase of this $19 million project, which is funded 63% by local money. The Orange County Transportation Authority has identified Imperial Highway as a key transportation corridor and, as such, has given it a "Smart Street" designation outlining its priority for further improvements. These will include special intersection designs and traffic signal coordination.

The second solution to our problem is to increase the capacity of the offramps. Currently, Lambert Road ramps can accommodate 70 cars northbound and 113 cars southbound in a safe, efficient manner. The

northbound Imperial Highway ramp can only accommodate 80 cars. Our proposal is to expand the capacity of the Lambert ramps by widening them to accommodate 94 cars northbound and 165 cars southbound. The Imperial ramp would be expanded to accommodate 110 cars. This added capacity will also provide enough lanes to assist in the movement of traffic, hastening their exit from the freeway. We feel this expansion will provide us with the needed capacity to provide a safe, smooth transition at both the Lambert Road and Imperial Highway exits.

The Region's Economic Recovery

Aside from safety issues, this proposed expansion would continue to help in our region's economic recovery efforts. Traffic issues are often mentioned by businesses as an important factor in their decision of where to locate and by their customers in their choices of where to shop. We need to make doing business in Southern California as attractive as possible.

The Orange County Transportation Authority recently added high-occupancy vehicle lanes (carpool lanes) on the 57 Freeway to move more people in the same amount of space. The proposed ramp expansion follows the same logic, as it would allow easier access to our community and the surrounding areas, utilizing rights-of-way which have already been acquired. It's not as if we have to negotiate further property acquisitions, we just need to use what we have in a more

efficient manner. The project as requested has already received all the environmental clearances necessary. There is no known opposition to this proposal.

Maximizing an Existing Asset

Our request to the committee is for inclusion of the State Route 57 Interchange improvements into the National Highway System Legislation. The total project cost is $1,400,000. The city is committing $450,000 to the project for design work. We are seeking funding authorization of $950,000 for construction costs. As you may note by letters sent to the committee from major retailers, manufacturers, distribution centers, and surrounding cities—this project is truly of regional significance. We feel this relatively limited investment would do a great deal to maximize an existing asset.

Chairman and Honorable Members of the Surface Transportation Subcommittee, again, thank you for this opportunity to present our case on this vital matter. I would be glad to entertain any questions that you may have.

STATEMENT OF
REP. L.F. PAYNE, M.C.
HOUSE COMMITTEE ON PUBLIC WORKS
SUBCOMMITTEE ON SURFACE TRANSPORTATION
MARCH 15, 1994

Mr. Chairman:

Thank you for giving us the opportunity to testify before your Subcommittee today. I have with me as members of this panel Senator John Warner and Representative Bob Goodlatte. Also with me are Mr. George W. Lester II, President of The Lester Group, Inc. of Virginia, and Mr. William D. Goldston, Jr., a former State Senator from North Carolina, representing a remarkable partnership between the private industries of our two States called Job Link.

Together we are here representing the citizens of Franklin and Henry Counties and the city of Martinsville in Virginia, and Rockingham County, North Carolina. We are here asking for your assistance in securing an interstate quality connector between the Roanoke Valley and the Piedmont Triad.

There are three elements that have been identified as important factors promoting economic development in a region -- an interstate highway, a regional airport and a major university.

At present, none of these elements exists in Franklin, Henry or Rockingham Counties and as a consequence, these once bustling manufacturing centers have been facing increasingly difficult times. An interstate highway would draw the communities closer, foster cooperation and trade, and provide easy access to the existing regional airports and universities in Roanoke and in the Piedmont Triad.

Mr. Chairman, as you well know, the three counties we represent have much in common. We share a similar manufacturing base of textiles, furniture, home products, tobacco and beer, all of which are being transported to markets in and through the Roanoke Valley to the North or the Piedmont Triad to the South on a seriously inadequate highway system.

Connecting these communities via an interstate-quality highway would create a market of 1.5 million people within a 90 minute drive, providing a tremendous opportunity for commerce.

An interstate highway is needed to provide safe and efficient transportation for our existing products, and more importantly, it is essential if we are to ever diversify our industrial base by attracting new, growing companies.

The existing connector between these regions, U.S. 220, is seriously inadequate. Tractor-trailers use U.S. 220 in ever-expanding numbers today, transporting goods to the Northwest through the Roanoke Valley. The road, parts of which were four-laned 40 years ago, is dangerous for trucks and cars, as evidenced by an accident rate of 101 per million miles, higher than comparable roads in the region.

The Commonwealth of Virginia recognizes U.S. 220 as a key transportation corridor and has recommended it for inclusion in the National Highway System. Our request, Mr. Chairman, is that this Subcommittee take the first step toward a new interstate-quality highway between the Roanoke Valley and the Piedmont Triad by providing funding for a corridor study to be conducted of that portion of U.S. 220 which connects the two areas. This study would identify the most appropriate corridor along that route in which to locate a limited-access highway, and could be expected to be completed within two to three years.

As you know, Mr. Chairman, the Intermodal Surface Transportation Efficiency Act (ISTEA) called for the creation of Interstate 73, which would connect Detroit with Charleston, South Carolina. Some points along the route have been designated through legislation, but these do not include any in Virginia.

Virginia is in the process of evaluating which route through the State would best meet the goals of ISTEA, within the limitations of the existing designated points, while at the same time providing the best alternative for Virginia and its citizens.

The recently completed draft report ranks a route which roughly follows U.S. 460 from Bluefield, West Virginia to Roanoke, and then U.S. 220 to the North Carolina line, first in its potential for economic development to the area, and in popular support. This route has the potential for creating nearly 5,000 new jobs.

We believe the preliminary analysis fully justifies our support for the Job Link project and its goal, which is to connect the Roanoke Valley and the Piedmont Triad with an interstate highway. For this reason, we also ask this Committee to include the Roanoke Valley among those points along I-73 designated by Congress.

Thank you, again, Mr. Chairman, for making time in your hearing schedule for this panel. I look forward to working with you on this important project as the National Highway System legislation moves forward.

Testimony of:
Representative Earl Pomeroy
Committee on Public Works and Transportation
Subcommittee on Surface Transportation
March 15, 1994

Mr. Chairman, Mr. Petri, members of the committee, thank you for this opportunity to testify on the proposed National Highway System (NHS). This committee, under Chairman Rahall's leadership, deserves high praise for holding these hearings and moving this important legislation. Many people talk about the urgent need to prioritize federal spending--through the National Highway System legislation, this committee is doing it.

Today, I come before the committee to request your support for the addition of 53 miles of U.S. 81 in northeastern North Dakota to the National Highway System. U.S. 81, between Manvel and Hamilton, is classified as a principle arterial and was designated by the state department of transportation for inclusion in the NHS. However, the FHWA did not include U.S. 81 in the NHS proposal submitted to Congress.

As I understand it, the National Highway System was created to prioritize our country's most important roads. By improving our most important transportation routes through the NHS, we can sharpen our competitive edge in international markets. American farmers rely on high quality transportation routes to remain the most competitive producers in the world. Today, the United States has a $20 billion world trade surplus in agricultural products. However, in order to preserve and improve our competitive edge in agriculture, we must designate commodity transportation routes as national priorities.

Mr. Chairman, I am here today to tell you that U.S. 81 is a vital route in North Dakota's agricultural economy. U.S. 81 runs through some of the most productive farmland in the entire world--the Red River Valley. The two northeastern counties served by this stretch of U.S. 81 produce several million tons of potatoes, sugar beets, dry edible beans, sunflowers, and spring wheat each year. The majority of these commodities are transported to market via U.S. 81--the weight and volume of traffic on this route strongly indicate that U.S. 81 should be included in the NHS.

It is argued that U.S. 81's proximity to Interstate 29 makes it unnecessary for inclusion in the NHS. First, I would like to point out on the national map that U.S. 81 is included on the NHS in other states even where it closely parallels a major interstate. Second, in the event that U.S. 81 is not on the NHS and the road deteriorates, the impact of moving the heavy farm traffic from U.S. 81 to I-29 would be serious. The increase of heavy traffic would vastly increase the wear and tear on I-29, hindering the commercial and private traffic that currently uses the interstate. The sheer volume of agricultural production in the Red River Valley requires that both routes be designated as national priorities.

Agriculture accounts for over one-half of North Dakota's economic output. As you can imagine, North Dakotans know better than anyone how important high quality transportation is to our agricultural economy. However, even I was surprised when over 700 people contacted my office to express their support for adding U.S. 81 to the NHS. People from towns along U.S. 81 including Hamilton, Ardoch, Manvel, Grafton, and Minto, as well as concerned people throughout the Red River Valley have contacted me to share their support for U.S. 81. It is on behalf of these people that I appear before you today.

Mr. Chairman, again let me commend you and the committee for moving this legislation forward--you can certainly count me as an ally for swift consideration of the NHS bill. I appreciate this opportunity to testify before you today.

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Renee [illegible]	Grafton	ND
2.	Jean Kieley	Grafton	ND
3.	Tracy Erickson	Grafton	ND
4.	Debra Meuis	Grafton	ND
5.	Lynette Klimiske	Grafton	ND
6.	Sherry Lyons	Grafton	ND
7.	Lana Welter	Grafton	ND
8.	Sheryl Jamaus	"	"
9.	Deb McKay	Grafton	ND
10.	Kelly Campbell Lokken	Grafton	ND
11.	Joyce Welsh	Grafton	ND
12.	Norma Rystedt	Grafton	ND
13.	Joyce [illegible]	Grafton	ND
14.	Beth Anderson - Mickelson	Grafton	ND
15.	Mary J. Hall	Grafton	N. D.
16.	Lydell Carlson	Grafton	ND
17.	Ron Rasmussen	Grafton	ND
18.	Sandi Thiesse	Grafton	ND
19.	Art Sylvester	Minto	ND
20.	Julie Pederson	Grafton	ND
21.	Dione Luda	Grafton	ND
22.	Carole McDonald	Grafton	ND
23.	James Schuffin	Grafton	ND
24.			

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME		CITY	STATE	
1.	[illegible]	Po. Box 101	Minto	ND	58261
2.	Michael R MacArthur	1523 5th Ave N.	Devils Lake	N.D.	58301
3.	[illegible]	RR 1 Box 25	Minto N.D.	ND	58261
4.	[illegible]	P.O. Box 403	Minto N. D	ND	58261
5.	[illegible]	RR 1 Box 58	Forest River	ND	58233
6.	[illegible]	RR# Box 58-I	Minto	ND	58261
7.	Leroy A. Mowers	Box 845	Ardoch	ND	58213
8.	[illegible]	Box 373	Minto	ND	58261
9.	[illegible]	Box 380	Minto	ND	58261
0.	[illegible]	Box 401	Minto	N.D.	58261
1.	Ray Risken	Box 396	Minto	ND	58261
2.	[illegible]	Box 361	Minto	ND	58261
3.	J. E. Mowers	Box 914	Aneta	N.D.	58213
4.	[illegible]	Box 43	Minto	ND	58261
5.	[illegible]	Box 213	Minto	ND	58261
6.	Karin Hembruss	PO Box 33	Forest River	ND	58233
7.	[illegible]	P.O. Box 35	Minto	ND	58261
8.	[illegible]	830 Memorial Dr	Grafton	N. Dak	58237
9.	[illegible]	Box 53	minto	N D.	58261
0.	[illegible]	Box 22	minto	ND	58261
1.	[illegible]	Box [illegible]	Minto	ND	58261
2.	Paul Kochmanski	Box 351	minto	N.D	58261
3.	[illegible]	RT 3	Grafton	N.D	58237
4.	[illegible]	PO Box 122	Minto	ND	58261
5.	[illegible]	Box 213	Minto	ND	58261
6.	[illegible]	Box 9	MINTO	N.D.	58261
7.	[illegible]	Box 178	Forest River	ND	58233
8.	[illegible]	Box 267	minto	ND	58261
9.	[illegible]	Rt. 2 Box 207	Oslo	Minn.	56744
0.	[illegible]	Box 72	Minto	ND	58261
1.	[illegible]	Box 233	Minto	N.D.	58261
2.	[illegible]	Box 233	minto	N.D.	58261
3.	[illegible]	RR 1 Box 10	Minto	N D	58261
4.	[illegible]	RR 1 Box 18	minto	N.D.	58261
5.	[illegible]	Box 117	Minto	ND	58261
6.	[illegible]	RR 1 58-I	Minto	N.D.	58261

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Dewey Olmstead	Grafton, ND	
2.	John P. Gursell	Grafton, ND	
3.	Rud Schmieder	Minto, ND	
4.	Dale Bardsdiker	Minto, ND	
5.	Jackie Rustgard	Grafton, ND	
6.	Brett Voeltz	GRAFTON, ND	
7.			
8.	Neil A. Gallagher	Pembina, ND	
9.	Ryan M. Gallagher	Pembina, ND	
10.	Wayne J. Bromley	Grafton, ND	
11.		Grafton, ND	
12.	Dan Gruba	Grafton, N. D.	
13.	Barry Kyllo	Grafton, ND	
14.	Robert Jensen	Lakota, N.D.	
15.	Richard Rutherford	Grafton	
16.	Mark Cox		
17.	Alec Hardick	Grafton	
18.	Nadine Schneider	Hamilton	
19.	Brad Bernardt	Grafton	

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Steve V. Dobbs	Grafton	N.D
2.	Loren L. Mutton	Grafton	N.D
3.	Kyle R. Timms	Grafton	ND
4.	Kevin E. Mackert	Grafton	ND.
5.	Bob Almen	GRAFTON	N.D.
6.	James Ustad	GRAFTON	N.D.
7.	Cheryl Wiprud	Grafton	ND
8.	Ella Smith	Drayton	Minn.
9.	Dennis Leclerc	Drayton	N D
0.		CRAFTON	N.D.
1.			
2.	Wayne Suda	Grafton	N.D.
3.		Grafton	ND
4.	David Mac	"	N.D.
5.	Kevin Olmstead	"	"
6.	RAY DIPPLE	"	"
7.	DAVE Hankey	Park River	ND
8.	Chuck Church	Grafton	ND
9.			

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME		CITY	STATE
1.	RICHARD HAGEN	Richard Hagen	Minto	ND.
2.	Eleanor Narlock	Box 294	Minto	ND 58261
3.	Osmond Narlock	Box 294	Minto	ND 58261
4.	John Narlock	Box 71	Minto	ND 58261
5.	Ray Pelton	Box 131	MINTO	N.D 58261
6.	Roger Burch	Box 201	MINTO	ND "
7.	Harold Mach	Box 415	MINTO	ND 58261
8.	George Kozy	Box 121	Minto	ND 58261
9.	Vernice Herczeuck	Box 242	Minto	ND 58261
10.	Anna Mae Herczeuck	Box 242	"	" "
11.	Kevin Mowbry	Box 21E	Minto	ND 58261
12.	Kenneth Mowbry	Box 344	Drayton	ND 58237
13.	Ethel Woodside	Box 96	Forest River	ND 58233
14.	Irene Bina	Box 846	Ardoch	N.D. 58213
15.	Gerald Bina	Box 846	Ardoch	N.D. 58213
16.	Suzanne J. Pracka	Box 96.2	Ardoch	ND 58213
17.	Debby A Jenski	Box 913	Ardoch	N.D 58213
18.	John Kowalczik Jr.	Box 913	Ardoch	N.D. 58213
19.	Eva Contreras	Box 989	Ardoch	N.D 58213
20.	Joann Contreras	Box 963	Ardoch	N.D 58213
21.	David Langowski	Box 285	Minto	N.D. 58261
22.	Julian M Langowski	Box 772	ardoch	N D 58213
23.	Loretta Langowski	Box 772	ardoch	N D 58213
24.	[illegible]	Rt 1 Box 30	Ardoch	N.D 58213
25.	[illegible]	Box 12	Minto	ND 58261
26.	[illegible]	Box 93	Minto	ND 58261
27.	[illegible]	RR	[illegible]	[illegible]
28.	Alice Hjelmquist	RR1 Box 23	Minto	N. D 58261
29.	Penny Hjelmquist	RR1 Box 23	Minto	N D 58261
30.	David C. Hjelmquist	RR1 Box 63A	Minto	ND 58261
31.	Donna Feltman	RR1 Box 70	Minto	N.D. 58261
32.	Gerald Kvasager	Box 55	Forest River	N.D. 58233

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Tom Dusek	718 Noben Grafton	North Dakota
2.	Doug Fiscett	429 W 7th St Grafton	" "
3.	Larry Gunderson	1463 Edgewood Ave Grafton	" "
4.	Richard Peterson	747 West 14TH Grafton	— —
5.	Kevin Josh	1313 MANUEL	— —
6.	Dick Mobley	RR 3 Drafton,	North Dakota
7.	Francis Kaufer	1451 Eastern, Grafton	North Dakota
8.	Mark Vetter	RR.2 Box 406 Nash	" "
9.	Howard Wigfield	1485 Hwy ave Grafton	" "
0.	Herb Fruetting	RR 1 Graften	" "
1.	Erwin H Nadlak	RR 1 Minto	N.D.
2.			
3.	Gene Eng	635 west Grafton	N.D.
4.	Dennis Fellman	571 willow ct Grafton	N.D
5.	Peter Hoff	729 Wellington Grafton	N.D.
6.	Price Wegner	RR 2 Box 110 Grafton	N.D.
7.	Dennis Watters	832 BURGAMOTT AVE GRAFTON	N.D.
8.			
9.	Ray Misialek	322 Wash Ave	
0.	Dean Gilke	RR 3 Box 140 Grafton	N.D.
1.	Robert J. Oder	6413 Cooper, Drafton	N.D.
2.	Gregory Dusek	1516 Kittson ave. Grafton	N.D.
3.	Jim Greenwood	RR# Box 8 Grafton	N.D
4.	Dan Jemont	728 East 10th Grafton N.D	
5.			
6.	Steve Stark	515 W 8th Grafton N.D.	
7.	Donald J. Carlson	RR#1 Box 48 Grafton N.D.	
8.	John Putney	RR#1 Box 24 Grafton N.D.	
9.	Bob Vaudrin	708 Cooper Ave Grafton ND	
0.	Margaret Stip	310 W 17th St Grafton N.D.	
1.	[illegible]	310 W. 17th St Grafton N.D.	
2.	[illegible]	RR 3 Box 253 Grafton N.D.	
3.	Raymond Bergdoll	1401 [illegible] Grafton N.D.	
4.	Dawn S Bailey	930 Eastern Ave Grafton, N.D.	
5.	[illegible]	1200 HILL AVE, GRAFTON, ND	
6.	Mario Bonin	465 W 7th Grafton	

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Marvall S. Thicke	Grafton	ND
2.	James J Quast	Grafton Farmers Coop Elevator Co. Grafton	ND
3.	Kevin Quast		ND
4.	Daryl Cashell	Grafton ND	
5.	Melvin Tollman	Grafton, ND	ND
6.	John D. Cashell	Grafton, ND	ND
7.	Edward Kouns	Grafton	N. Dak
8.	Alan Donovan	Grafton	ND
9.	Paul Cuffe	Grafton	ND.
0.	Orman Leessard	"	"
1.	Steve Leessard	Grafton	ND
2.	Joe Zagulski	West Osloo	MN
3.	Julietta Zakowski	Grafton	N DAK
4.	Brad Iverson	Grafton	
5.	Leland Cuccia	Grafton	ND
6.	Edmond Campbell	Grafton	ND
7.	ROGER A. WEINHAGER	DRAYTON	ND

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME		CITY	STATE
1.	Randy Boyd	RR1 Box 63C	Minto, N.D.	58261
2.	Terry Wyrick	Bx. 166	Minto, N.D.	58261
3.	Mark Sexton	Lot 1	Minto N.D.	58261
4.	Patrick Koehmstedt	325 W 4St	Grafton	N.D 58237
5.	Kelli Slominski	PO Box 380	Minto	ND 58261
6.	Joan Monary	131 2nd St.	Minto ND	58261
7.	Greg Misialek	Box 208	Minto, ND	58261
8.	Ed Stoltman	Box 356	Minto N.D	58261
9.				
10.				

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Ronald Ophaug	Minto	ND
2.	Gregory Ophaug	minto	ND
3.	Cindy Ophaug	Minto	ND
4.	Betty Beauchamp	Minto	ND
5.	Delbert Kamrud	Minto	ND
6.	Mary Kosmicki	Minto	ND
7.	Greg Misialek	Minto	ND
8.	John Curran	Grafton	ND
9.	Penny Klemensak	MINTO	ND
10.	Marlene Richard	minto	ND
11.	Kenneth Richard	minto	ND
12.	Gloria Kolles	minto	N.D
13.	John Curran	Grafton	ND
14.	Adeline Stoltman	Minto	N.D
15.			

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	[illegible]	[illegible]	ND
2.	[illegible]	[illegible]	ND
3.	[illegible]	[illegible]	ND
4.	[illegible]	[illegible]	ND
5.	[illegible]	[illegible]	ND
6.	[illegible]	[illegible]	ND
7.	[illegible]	[illegible]	ND
8.	[illegible]	[illegible]	ND
9.	[illegible]	[illegible]	ND
10.	[illegible]	[illegible]	ND
11.	[illegible]	[illegible]	ND
12.	[illegible]	[illegible]	ND
13.	[illegible]	[illegible]	ND
14.	[illegible]	[illegible]	ND
15.	[illegible]	[illegible]	ND
16.	[illegible]	[illegible]	ND
17.	[illegible]	[illegible]	ND
18.	[illegible]	[illegible]	ND
19.	[illegible]	[illegible]	ND
20.	[illegible]	[illegible]	ND
21.	[illegible]	[illegible]	ND
22.	[illegible]	[illegible]	ND
23.	[illegible]	[illegible]	ND
24.			

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.		Grafton	ND
2.			
3.			
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WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

NAME	CITY	STATE
1.	Grafton	ND
2.	St. Thomas	
3.	Cavalier	ND
4.	Grafton	ND
5.	Grafton	ND
6.	"	"
7.	St. Thomas ND E. Grand Forks	MN
8.	Grafton	ND
9.	Grafton	N.D.
0.	Grafton	ND
1.	Grafton	ND
2.	Grafton	ND
3.	Grafton	N.D.
4.	Grafton	N.D.
5.	Grafton	ND
6.	Grafton	ND
7.	Grafton	N.D.
8.	Pembina	ND
9.	Grafton	N.D.
0.	Grafton	ND.
1.	Park River	ND
2.	Osco	Minn
3.		

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Wayne Dinnie	Park River	N.D
2.	James O. Renslow	Grafton	N.D.
3.	Gail Jovcik	Park	ND
4.	Dennis Sullivan	Park River	N.D.
5.	Duncan Drake	Park River	N.D
6.	David Hunter	Park River	N D
7.	Judy Mcpeek	Park River	ND
8.	Joyce Nickerson	Park River	ND
9.	Pamilee Breican	Pisek	ND
0.	Karen Johnson	Park River	ND
1.	Gary Breican	Park River	N.D.
2.	Shelby Rostvet	Park River	N.D.
3.	Ken Fischer	Park River	N.D.
4.	David Helland	Park River	N D
5.	Ernie Hemmick	Park River	N D
6.	Rodney Ellefson	Park River	N D
7.	Lori Kilbyrd	Park River	N D
8.			
9.	Tod Torkelson	Park River	N D
0.	Wayne Johnson	Park River	N D
1.	Roy Strain	Park River	N D
2.	Curtis Rystad	Adams	N.D.
3.	Jerry DeWitt	Park River	N D
4.	Irvin Engelien	Park River	N D
5.			

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	[illegible]	P.O. Box 51 Minto	ND
2.	[illegible]	Box 291 Minto	N.D
3.	[illegible]	[illegible]	[illegible]
4.	[illegible]	[illegible]	N.D.
5.	[illegible]	Box 227 Minto	ND
6.	[illegible]	[illegible]	[illegible]
7.	[illegible]	Box 581 Minto	ND
8.	[illegible]	Box 177 Minto	ND
9.	[illegible]	R.R.1 Box 13 Cavalier	ND
10.	Keith D. Johnson	322 Grassy Hills Grand Forks	ND
11.	[illegible]	Rt 1 Box 25 Minto	ND
12.	[illegible]	P.O. Box 83 Minto	ND
13.	[illegible]	R.R.1 Box 99A Minto	ND
14.	Lee Cormier	Box 144 Drayton	ND
15.	[illegible]	RR#1 Box 21 F	ND
16.	[illegible]	Minto ND	ND
17.	[illegible]	Minto	ND
18.	[illegible]	Grafton ND	ND
19.			
20.			

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Dan Retzlaff	Grafton	ND
2.	Joan Schieffer	Grafton	ND
3.	Perri Ellingson	Grafton	ND
4.	Bob Gerdesten	Grafton	N.D.
5.	Elizabeth Hoenke	Grafton	ND.
6.	Marcy Gounds	Grafton	N.D.
7.	Cindy Holt	Grafton	N.D.
8.	Howard Ray	Grafton	ND
9.	Ray Kroulick	Grafton	N.D.
10.	Phyllis Sunderson	Grafton	N.D.
11.	Val Johnson	Grafton	ND
12.			

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Elaine Sorenson	Grafton	N.D.
2.	Charlene Rachow	Grafton	ND
3.	[illegible]	[illegible]	ND
4.	Randall Hanson	Grafton	ND
5.	Vicki Hilliard	Grafton	N.D.
6.	Sandra Gescheit	Grafton	ND
7.	Carolyn Rodne	Grafton	N.D.
8.	Constance McCarty		
9.			

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Jean Colfitt	Grafton	N.D.
2.	Jean Sundgren	Grafton	ND

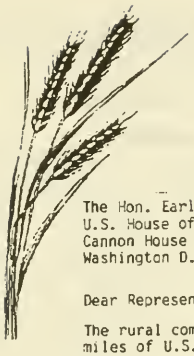
WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Clay Horte	Grafton	N.D.
2.	Judy Emery	Grafton	N.D.
3.	Paul Daley	Grafton	N.D.
4.	Ron Brown	Grafton	N.D.
5.	Myron Seaker	Grafton	N.D.
6.	Chris Hoit	Grafton	ND
7.	Dan Pon	Grafton	N.D.
8.	Rud Gabbard	Grafton	N.D.
9.	Andy Bair	Grafton	N.D.
10.	Bill Brink	Mt Loch	N D
11.	Brian Seelen	Grafton	N D
12.	Terry Eberhardt	Grafton	N D
13.	Ken master	PARK RIVER	ND
14.	John Hunter	Hoople	ND
15.	Kevin L Schuster	Minto	ND
16.	Jay Martin	Grafton	ND
17.	Frank Seela	Grafton	ND
18.	Paul DeLand	Grafton	ND
19.	Ted Fossum	Grafton	N.D.
20.	Cliff Nelson	Grafton	ND
21.	Lowell R Hart	Adams	ND
22.	Alan J Bakke	Grafton	ND
23.	Doug Erickson	Grafton, [redacted]	ND
24.	Rick Lapp	Larkin	N. Dak.
25.	Donald Halvorson	Minto	N.D.
26.	Terry L Lerfald	Grafton	ND
27.	Dave Sevald	Park River	ND
28.	Don Mc Mahon Sr.	Cavalier	ND
29.	Loren Kullen	St. Thomas	N. D.
30.	Neil A. Gallagher	Pisek	ND
31.	Rose Gallagher	Drayton	N. Dak
32.	John A. Gallagher	Drayton	N. Dak
33.	Jeff Gallagher	Drayton	N. Dak
34.	Wes Back	Drayton	N. Dak
35.	John Byzewski	Cheeka	N. Dak
36.	Jerry Hovel	Grafton	N. Dak
	Tom K Daley	Park River	N. Dak.
	Ted Lind	St. Thomas	N.D.

POMEROY

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Brian L Thompson	Grafton	N.D
2.	Jereah L Olsen	Grafton	N.D
3.	Natalie J Thompson	Grafton	N.D
4.	Steve Johnson	Grafton	N.D
5.	Larry Coulehart	Grafton,	N.D
6.	David Mae	Grafton	N.D.
7.	Sloyd Thompson	Graft	N.D
8.	Jessie Lee	Grafton	N.D
9.	Dean Dow	Grafton	N.D.
10.	Larry Coulehart	Grafton	N.D
11.	Bradley J [illegible]	Box 29 Park River	N.D
12.	[illegible]	[illegible]	
13.	Lloyd Lee	1471 Griggs Ave Grafton N.D	
14.		Grafton	N.D
15.			



Grafton Farmers Co-op. Grain Co.

Box 108
DEALERS IN
Grain · Seeds · Fertilizer · Chemicals
Grafton, North Dakota 58237
Phone (701) 352-0461
Fax (701) 352-0280

The Hon. Earl Pomeroy
U.S. House of Representatives
Cannon House Office Bld., Room 318
Washington D.C. 20515

Dear Representative Pomeroy:

The rural communities of Walsh and Pembina Counties depend on the 53 miles of U.S. Highway 81 from Manvel north to Hamilton. It is vital that this major arterial link to the Red River Valley be incluced on The National Highway System Register.

The Grafton Farmers Co-op Grain Co., its stockholders, employees, and patrons depend on U.S. 81 daily.

If Congress wants to keep Rural America alive, don't let this 53 mile lifeline be removed from The National Highway System Register. It will only be the beginning of the end for Rural America.

U.S. 81 serves The Grafton Farmers Co-op Grain Co. as well every agri-business in the northeren Red River Valley. In 1992 alone, Spring wheat production marketed on this 53 miles of Federal Highway was valued at $34,566,300.00. This route serves as the link between the grain, potato, bean, sunflower and sugar beet producing areas of the northern Red River Valley and the markets for these products.

U.S. 81 is a vital link between the communities of Manvel, Ardoch, Minto, Grafton, Auburn, Minto, St.Thomas, Glasston, and Hamilton. School buses, ambulance and fire protection as well as the agricultural needs stress the importance of U.S. 81 on The National Highway System Register.

The voters of the Northern Red River Valley are depending on their Congressman to convince The Subcommittee on Surface Transportation to include U.S. 81 on The National Highway System Register.

Sincerely,

Jim Dusek

Jim Dusek, Manager

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	Address	CITY	STATE
1.	Jane Brewer	Box 241	Minto	N.D.
2.	Anthony H. Wysocka		Minto Box 166	ND 58261
3.	Clement Holdek		Minto Box 196	ND 58261
4.	Wendi Bigrew		Minto Box 95	ND 58261
5.	Lisa Nereson			MN 56701
6.	Ann Schaible		Minto	ND 58261
7.	Charleen Altendorf		Minto Box 406	ND 58261
8.	Charles Gifford		Minto Box 12	ND 58261
9.	Leo Lizakowski			
10.	Wayne O'Brien		KINTO BOX 332 Minto, ND	N.D. 58261
11.	Doug Dyrdzikowski		Antrak, ND	58213
12.	Myrna Wingard Friedrich		Minto ND	58261
13.	Tom Rudnick		" "	" "
14.	Anna Rudnick		" "	" "
15.	Allen Herzenik		" "	" "
16.	Ann S. Cady			
17.	Nicole Misialek			
18.	Marvel Altendorf			ND 58261
19.	Harvey Hillet			
20.	Gordon Gerking		Minto N.D.	58261 ND
21.	John H. Schmidt		Minto, N.D.	58261
22.	Ed Gerdajtis		" "	58261
23.				ND 58237
24.	Dan Russell		Grafton	
25.	Kirk Mecham		Box 300 Parkhill	ND 58270
26.	Mary Brewer		Minto	ND 58261
27.	Dennis Rudnick			
28.	Rose Misialek		Minto	ND 58261
29.	John Kuhlmann		Minto	ND 58237
30.	John J. Hart		82 Antrak	ND 58213
31.	Elaine & Elizabeth Kowalski		MINTO ND. RR1 BOX 84	58261
32	Elaine Kuzelka		BOX 422 - Minto ND	58261
33.	Irene Kuzelka		Route 1 Box 12 Minto	58261
34.	Irene M. Hart		R 1 Box 108 Minto	58261
35.	Robert J. Dezotell		RR 1 Box 10 Minto, ND	58261 58261
36.	Michelle Eckhardt		R 1 Box 10 Minto	58261
	Mark Hatton		R Minto	N.D. 58261
	Dennis Dobrinski		Minto	N.D. 58261
	Dean Hanson		Minto	ND 58261
	Walter J. Hart		Minto	ND 58261

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Bob Spivey	Sabin	Minn
2.	[illegible]	Rockwood	WI
3.	[illegible]	Birmingham	AL
4.	[illegible]	Little Falls	Minn
5.	[illegible]		
6.	[illegible]		
7.	[illegible]		
8.	[illegible]	Waupaca	Wis
9.	[illegible]	Osborne	MN
10.	[illegible]	Antigo	WISC.
11.	[illegible]		
12.	Virginia L. Berger	Clear Lake	MINN.
13.	Eugene H Cadoney	Foley	MN
14.	[illegible]	Minto	ND
15.	[illegible]	Clear Lake	MN
16.	[illegible]	Antigo	Wis
17.	James J Spencer	Grafton	ND
18.	[illegible]		
19.	[illegible]	GRAND FORKS	ND
20.	[illegible]	Madison	MN
21.	[illegible]	Moorhead	Minn
22.	[illegible]	Drayton	ND
23.	[illegible]	Hartsdale	ND
24.	[illegible]	GRAFTON	N.D.
25.	[illegible]	Wesenfeld	OH
26.	[illegible]	Adams WIS	
27.	[illegible]	Onalaska	Wis
28.	[illegible]	Minto	ND
29.	[illegible]		
30.	[illegible]	Greenfield	N. D.
31.	[illegible]	PLAINFIELD	I.L.
32.	[illegible]	Grafton	N.D
33.	[illegible]	Hafte	N.D.
34.	[illegible]	Grafton	N.D
35.	[illegible]	Grafton	N.D.

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Lisa K. Mielke	1021 McHugh Ave	Grafton ND 58237
2.	Michael Sloan	910 14th St W.	Grafton, ND 58237
3.	Shelly M Dugan	1524 Western Ave	Grafton ND 58237
4.	Carol Flanders	RR1 Box 56	Mekinock ND 58276
5.	Dawn R. Hove	45 Eastwood Dr.	Grafton, ND 58237
6.	Richard D. Sick	1375 Eastview Dr	Grafton ND 58237
7.	Pat Hagen	411-15th St. W.	Grafton ND 58237
8.	Lillian Hanneke	108-15th St E	Grafton ND 58237
9.	Connie Nemec	RR3 Box 168	Grafton ND 58237
10.	Joyce Ellen Olson	629 Western	Grafton ND 58237
11.	Lee M Klemetsrud	492 14th St	Grafton, ND 58237
12.	Mary Myberg	909 Hill Ave	Grafton ND 58237
13.	Dell Johnson	Rte 3 Box 1201	Park River, ND 58278
14.	Ellen Brown	1215 Eastview Dr	Grafton ND 58237
15.	Lois Schroeder	1467 Western Ave	Grafton ND 58237
16.	Gwen Jacobson	132 Eastern	Cavalier ND 58220
17.	Arthur Seidle	203 W 15th St	Grafton ND 58237
18.	Chris Dvorak	846 Eastern Ave.	Grafton ND 58237
19.	Maryann Dewey	RR 3 Box 48	Grafton N.D 58237
20.	Sadie Iverson	735 Birch Cl.	Grafton ND 58237
21.	Ellen Anderson	RR1 Box 81	Grafton ND 58237
22.	Lois Kueling	828 Hill Ave	Grafton ND 58237
23.	Joyce Anderson	RR 2 Box 55	Grafton, ND. 58237
24.	Marian Kleven	RR1 Box 234	Grafton ND 58237
25.	Marlene Adamson	RR1 Box 12	Grafton, N.D. 58237
26.	Vera Nuset	Box 64	Lankin, N.D. 58250
27.	Jan Jackson	20 Oak Arbor	Grafton, ND 58237
28.	Steve Larson	1556 Griggs Ave.	Grafton, ND 58237
29.	Jim Tallackson	RR1 Box 59	Grafton N. Dak. 58237
30.	Julie Campbell	RR3 Box 168	Grafton ND 58237
31.	Muriel Bitz	923 Burgermill Ave	Grafton ND 58237
32.	Kathleen Lutenberg	919 Griggs Ave	Grafton N.D. 58237
33.	Lori Monsaas	RR1 Box 61	Grafton ND 58237
34.	Donna Mostegeen	253 W 3rd St	Grafton, ND 58237
35.	Maureen Mielke	1021 McHugh Ave	Grafton, ND 58237

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Betty Crowder	Hoople	N.D.
2.	Elaine Thompson	Grafton	ND
3.	RE Crowder	Hoople	N.D.
4.	Gail Mitland	Grafton	N.D.
5.	John Pastier	Hoople	N. Dak.
6.	Maxine Pastier	Hoople	N. Dak.
7.	Truman Thompson	Grafton	N. Dak.
8.	Donald L. Dunlop	Grafton	N. Dak.
9.	Lorraine Allenby	"	"
10.	Elizabeth Williamson	Grafton	ND
11.	Ezekiel Bolton	"	"
12.	Lynn W Meeks	Grafton	N.D.
13.			
14.	Andy Lee	"	N.D
15.			
16.	Ernest, D. Nelson	Grafton	N.D.
17.			
18.	Louis W Hass	Grafton	N. D.
19.	Phyllis Hays	Grafton	N.D.
20.	Bernadette Brenner	"	"
21.	Dan Wollet	"	"
22.	Spencer Solberg	"	"
23.	Vincent Lowe	"	"
24.	Joyce Lowe	"	"
25.	Roger Moe	"	"
26.	Edward Hoff	"	"
27.	Gilman V. Lykaken	"	"
28.	Agnes H Healey	"	"
29.	E. H. Thorgood	"	"
30.	Jack Desautels	"	"
31.	Wilmer Collette	"	"
32.	Wendell L. White	Park River	"
33.	Lynn Ebert	Grafton	"
34.	Ernest Lau	"	"
35.	Paul E Campbell	Grafton	N.D
36.	Del Nyquist	Grafton	N.D 58237

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	[illegible]	Grafton	ND
2.	[illegible]	Grafton	ND
3.	[illegible]	Grafton	ND
4.	[illegible]	[illegible]	ND
5.	[illegible]	Grafton	ND
6.	[illegible]	Grafton	N.D.
7.	[illegible]	Grafton	ND.
8.	[illegible]	Grafton	ND
9.	[illegible]	Pioneer	N.D.
10.	[illegible]	Grafton	ND
11.			

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Sandra Reck	Grand Forks	N.D.
2.	Theresa Devine	Manvel	N.D.
3.	Sarah Wollitz	Grafton	N. D.
4.	Elaine Isaacson	Grafton	N. D.
5.	Mavis Senigny	Grafton	N. D.
6.	Walt Beery	Grafton	N. D.
7.	Cecilia Durand	Antler	N.D.
8.	David Sluke	Grafton	N.D.
9.	Frank Suda	Grafton	N.D.
10.	Rosemary Fisher	Grafton	N.D.
11.			

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Elaine McDonald	Forest River	N.D.
2.	[illegible]	Forest River ND	N.D.
3.	John A. Rusk	Forest River ND	
4.	Frank Winterton	Forest River ND	
5.	Naomi L. Chrong	Forest River, N.D.	
6.	Roy Leon Kvasy	Forest River ND	
7.	Coleen Rudnick	Minto	ND
8.	[illegible]	[illegible]	
9.	Opal Dezeard	Forest River	
10.	Phyllis Dokken	Forest River - N.D.	
11.	Ivan B Ming	Forest River, N.D.	
12.	Ben Osterwyk	Forest River N.D.	
13.	John McDonald	Forest River ND	
14.	[illegible]	Forest River N.D.	
15.	[illegible]	Forest River N.D.	
16.	[illegible]	" " "	
17.	Dillard Sampell	D. F. N.D.	
18.	Donald J Armbrust	Forest River N.D.	
19.	Donald Rask	Forest River N.D.	
20.	Roby Ga	Forest River N.D.	
21.	Margaret V Jon	Forest River, N.D.	
22.	[illegible]	Grafton N.D.	
23.	[illegible]	Cavalier N.D.	
24.	[illegible]	Crosby N.D.	
25.	[illegible]	Crosby N.D.	
26.			

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Brad Buriancet	Grafton	ND.
2.	[illegible]	Grafton	ND
3.	[illegible]	Grafton	N.D.
4.	Shirley Ellmen	Grafton	N.D.
5.	[illegible]	Grafton	N.D.
6.	[illegible]	Grafton	N.D.
7.	[illegible]	Grafton	N.D.
8.			
9.	[illegible]	Grafton	ND
10.	Ronald Egeland	Grafton	N. D.
11.	Paul M. Welch	Grafton	N.D.
12.	[illegible]	Grafton	N.D.
13.	[illegible]	Grafton	N.D.
14.	Chuck Vistad	Grafton	N.D.
15.	Liz Arand	Grafton	N.D.
16.	Wally Olson	Grafton	N.D.
17.	Steve Stark	Grafton	ND
18.	John Arand	Grafton	N. Dak
19.	Clay Hatle	Grafton	N.D.
20.	Karen Czapiewski	Grafton	N.D.
21.	[illegible]	Grafton	ND.
22.	[illegible]	Grafton	ND
23.	Mona Sabo	Grafton	N.D.
24.	[illegible]	Grafton	N.D.
25.	Ambrose Baranek	Grafton	N.D.
26.	Butch Cox	Grafton	ND
27.	Barney Baranek	Grafton	ND
28.	Wayne Sunderberg	Grafton	N.D.
29.	Don Schuster	"	"
30.	Don Sabo	Grafton	N.D.
31.	[illegible]	Bisbarck	N.D.
32.	[illegible]	Grafton	N.D.
	Wayne Tisdale	Grafton	ND
	Harley Borghardt	Milton	N.D.

WE DO HEREBY SUPPORT THE INCLUSION OF US HIGHWAY #81 IN THE FEDERAL HIGHWAY REGISTRY

	NAME	CITY	STATE
1.	Marc Glende	Grafton	ND
2.	Gerald L Kovar	Grafton	ND
3.	John Leslie	45 E 5th Grafton	N.D.
4.	[illegible]	Grafton	[illegible]
5.	[illegible]	[illegible]	[illegible]
6.	[illegible]	[illegible]	[illegible]
7.	[illegible]	[illegible]	[illegible]
8.	[illegible]	[illegible]	[illegible]
9.	[illegible]	[illegible]	[illegible]
10.	[illegible]	Grafton	ND
11.	[illegible]	" "	[illegible]
12.	[illegible]	[illegible]	ND
13.	[illegible]	[illegible]	[illegible]
14.	[illegible]	[illegible]	ND
15.	[illegible]	[illegible]	ND
16.	[illegible]	[illegible]	[illegible]
17.	[illegible]	[illegible]	[illegible]
18.	[illegible]	[illegible]	[illegible]
19.	[illegible]	[illegible]	[illegible]
20.	[illegible]	[illegible]	[illegible]
21.	[illegible]	[illegible]	[illegible]
22.	[illegible]	[illegible]	[illegible]
23.	[illegible]	[illegible]	[illegible]
24.	[illegible]	[illegible]	[illegible]
25.	[illegible]	GRAFTON	ND
26.	[illegible]	"	"
27.	[illegible]	"	"
28.	[illegible]	[illegible]	[illegible]
29.	[illegible]	[illegible]	[illegible]
30.	[illegible]	[illegible]	[illegible]
31.	[illegible]	[illegible]	[illegible]
32.	[illegible]	[illegible]	[illegible]
33.	[illegible]	[illegible]	[illegible]
34.	[illegible]	[illegible]	[illegible]
35.	[illegible]	[illegible]	[illegible]
36.	[illegible]	[illegible]	[illegible]

TESTIMONY BY THE HONORABLE JACK QUINN
before the Surface Transportation Subcommittee
Hearing on the proposed National Highway System
March 15, 1994

I am here today Mr. Chairman to show you the beginning of something wonderful. The beginning of a region and a community which is fighting back from serious economic adversity. A community and a region which has now reached a crossroads on the path to economic rebirth. Buffalo has chosen a path to aggressively improve and modernize itself in a well-planned and cost efficient manner.

After many hard years, Western New York aspires once again to greatness. To repair and improve our infrastructure, create jobs, reduce high unemployment and fully utilize our status as an international gateway to Canada for the Northeastern United States. Trade with Canada passing through New York's borders nearly equals the dollar volume of all trade with Mexico at our nation's southern borders. Almost 17% of all U.S.-North American trade passes through Western New York.

Buffalo is undertaking a large public/private redevelopment that includes our inner and outer harbors, transit system, roads and airport. The waterfront development alone is a $825 million endeavor. As part of this development, Western New York including the City of Buffalo and Erie County are requesting five demonstration projects in the National Highway System legislation, and I enthusiastically support these projects.

Airport Access Improvement Roadway, Cheektowaga:

The Niagara Frontier Transportation Authority is implementing a $181.1 million airport improvement program for the Greater Buffalo Airport. These improvements will provide the community with quality air transportation for the 21st century and develop a gateway for the airport that complements our regional economic development objectives.

Improving vehicular access into and out of the terminal is an integral part of the project. 80% of our airport traffic comes from 1 expressway and 1 thru street. An improved connection between the expressway and the airport roadway system is needed to provide the necessary link. $10.8 million is requested to pursue this project, which will be proposed for the annual element of our transportation improvement plan next month. It is currently on our MPO's Year 2010 Transportation System Plan.

Crossroads Station, City of Buffalo:

As part of the development of the Buffalo waterfront, a partnership among our state and local governments has been formed to build a new 20,000 seat entertainment and sports arena that will be home to the NHL Buffalo Sabres.

To complement the new arena and commercial and residential development of the harbor, a transit station is planned to serve the estimated 3 million annual visitors to the arena and waterfront commercial areas, as well as local residents.

The station will also provide direct access to expanded intermodal transportation opportunities such as buses and water taxis. Over $50 million in private resources has been committed to the new arena with the remainder provided by our state and local governments. The NFTA requests $9 million for the station, which is part of our long range transportation improvement program plan.

Lower Main Street Bascule Bridge, City of Buffalo:

Horizons Waterfront Commission, a state commissioned subsidiary of the New York State Urban Development Commission, is leading the redevelopment scheme of Buffalo's waterfront. Horizons master development plan, which was released last year, ranks with the best in the world, and they were honored here in Washington this past October.

One critical element in the development plan is a double basculed bridge to link downtown Buffalo and the new inner harbor to the city's outer harbor. This will make the waterfront as accessible as possible with a primary objective--convenience. The bridge would consist of two bascule spans, with a fixed span over Kelly Island, an industrial peninsula between the Buffalo River and City Ship Canal. The basculed plan was regarded as the most cost-effective solution to preserve access to the navigation channel below. The bridge will be designed to allow for two lanes of traffic, a breakdown lane, sidewalks and bike path. The overall cost for design, construction, and right-of-way acquisition is $31.5 million and this project is supported by our local MPO.

NY RT. 277, Union Road at William/Losson, Cheektowaga:

In the Town of Cheektowaga, there is a major traffic problem which has been worsened with the opening of a nearby New York State Thruway interchange. Cheektowaga has been undergoing heavy development over the past few years, and the Town and our State DOT seek to reconstruct a major intersection involving Route 277, Union Road with William and Losson Roads. This proposed project is a principal arterial on the proposed National Highway System.

This reconstruction will provide efficient traffic movement flow and reduce recurring delays and accidents in this overcrowded intersection. The total project cost is $4.8 million and it is included as part of the constrained Desirable Long Range Plan for our local MPO.

U.S. RT. 219 Interchange with Armor Duells Road, Orchard Park:

In the Town of Orchard Park, a project is being sought by the Town and our State DOT to construct entrance and exit ramps for Route 219 at Armor Duells Road. This access will alleviate congestion in the center of Orchard Park, where northbound 219 traffic must now flow. This project would complete the interchange at a total cost of $2.6 million. Route 219 is a principal arterial expressway and is considered a high priority corridor on the proposed NHS. It is also consistent with the constrained long range plan for our local MPO.

Closing statement:

The state, city, county and our private sector resources are all working together to remake Western New York. These projects represent a piece of our development puzzle to improve our airport, our roads, and our waterfront.

I would like to submit for the record some letters of support by our local and state officials in support of these projects. They are endorsed by our County Executive and State Transportation Commissioner, and the waterfront projects enjoy support from my House colleagues in Western New York. New York State, Erie County, the City of Buffalo, and the private sector have contributed great amounts of capital and time to Western New York's redevelopment. I think is important that the federal government contribute to this regional endeavor with international benefits.

I look forward to working with you, Mr. Chairman, and my colleagues on the full Committee to bring this much needed legislation to the House floor later this year.

Thank you for the opportunity to testify today.

-30-

CITY OF BUFFALO
OFFICE OF THE MAYOR

ANTHONY M. MASIELLO
Mayor

March 14, 1994

Honorable Jack Quinn
United States Congress-30th District
403 Main Street
Suite 510
Buffalo, New York 14203

Re: Waterfront Improvements

Dear Congressman ~~Quinn~~ Jack:

My administration is in support of your efforts to secure Federal Domonstration Funding for the construction of a lift bridge crossing of the Buffalo River to connect the inner and outer harbors. Our efforts at waterfront development will be in peril if we do not have adequate transportation access to the area.

I was sent to lend my support to the Niagara Frontier Transportation Authority's request for the funding of the relocation of the new auditorium transit station from its present location to the new Crossroads Arena. The new arena will spur additional development in the lower Main Street area, and I feel that it is essential that the area be provided with a convenient transit station.

I look forward to continuing our relationship in obtaining needed funding for Buffalo and the rest of Erie County. If I can offer any further assistance, please do not hesitate to contact me.

Sincerely,

Anthony M. Masiello
Mayor

AMM/sa

Congress of the United States
House of Representatives
Washington, DC 20515

February 22, 1994

Honorable Nick J. Rahall II
Chairman, Subcommittee on Surface Transportation
House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

Our districts primarily represent Western New York which borders the Great Lakes and Canada, and serves as an intermodal and international hub for commerce in the Northeastern U.S.

Buffalo is undertaking a massive plan to develop its inner and outer harbors, similar to Baltimore, MD and Norfolk, VA. This development is undertaken as a partnership among our state and local governments and private industry. Its regional and international benefits will extend beyond Western New York. We write in support of two regional projects to be considered as demonstration projects in legislation authorizing a National Highway System.

The first is federal funding for the Crossroads Station, a new transit station to serve the new Crossroads Arena, lower Main Street and the Buffalo waterfront. This new transit station would serve commuters, visitors to the harbor, and patrons to the new arena, home to the Buffalo Sabres NHL franchise and other events. Federal funds have been requested to construct the station in the City of Buffalo which is strongly supported by our local transportation authority, the Horizon's Waterfront Commission, and the Buffalo Sabres. In addition, this project is part of our metropolitan planning organization transportation improvement program.

The second project is a double-basculed bridge for lower Main Street that will link the downtown and the new inner harbor with the outer harbor. Federal funding for the bridge will be utilized for engineering, design, and studies; right-of-acquisition, and cost of construction. The bridge will be critical in linking the central business district, with its existing system of parkways and boulevards, to the lakefront. This project is strongly supported by the Horizons Waterfront Commission, our local transportation authority and is currently being developed to be included in our metropolitan planning organization transportation improvement program.

We strongly recommend favorable consideration of these two projects by the committee. Thank you for the opportunity to express our support.

Very truly yours,

John LaFalce
Member of Congress

Jack Quinn
Member of Congress

Bill Paxon
Member of Congress

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
ALBANY, N.Y. 12232

JOHN C. EGAN
COMMISSIONER

MARIO M. CUOMO
GOVERNOR

February 16, 1994

Hon. Nick Joe Rahall
United States House
of Representatives
Washington, DC 20515

Dear Chairman Rahall:

I am writing to express my strong support for two projects recently submitted by Congressman Jack Quinn to your subcommittee in response to your solicitation for projects to be included in the National Highway System (NHS) legislation. These transportation projects are important to this region of the state.

The NY Route 277 project will reconstruct a major congested intersection within the Town of Cheektowaga. This $4.9 million project is regionally important as Williams Street connects this area to the New York State Thruway (I-90) and is located in an area with significant development. This project is included on the Metropolitan and Statewide Transportation Improvement Program.

The Route 219 project in the town of Orchard Park, Erie County, involves the construction of the additional ramps to provide needed access to and from the south. This would divert traffic from several crowded existing roads. The project is included on the MPO's constrained long range transportation plan for the Buffalo area, but cannot move forward or be programmed on the Transportation Improvement Program due to the lack of identified funding.

I believe that funding for these projects should be included in the NHS bill. I look forward to working with you as you proceed with the development of the NHS.

Sincerely,

John Egan

John C. Egan

cc: Hon. Jack Quinn

NFTC NIAGARA FRONTIER TRANSPORTATION COMMITTEE
181 Ellicott Street ❖ P.O. Box 5008 ❖ Buffalo, New York 14205-5008
(716)-856-2026 ❖ FAX (716)-856-3203

February 15, 1994

Congressman Jack Quinn
331 Cannon HOB
Washington, DC 20515

Subject: ISTEA Corrections Bill
Candidate Demonstration Project

Dear Congressman Quinn:

Please be advised that the Niagara Frontier Transportation Planning & Coordinating Committee (NFTPCC) at its business meeting of February 2, 1994 reviewed the following for demonstration funding as part of the ISTEA Corrections Bill:

Main Street Double Bascule Bridge - Harbor Area
City of Buffalo - $31.5M

The proposal is included in that area of Buffalo subject to ongoing studies by the City of Buffalo, Horizons Waterfront Commission and the Niagara Frontier Transportation Authority. Upon completion of these studies in 1994, the NFTC's Year 2010 Transportation System Plan will be updated accordingly. Provided capital funding was identified by that time, the proposal would also be considered for the region's Transportation Improvement Program. Based on these factors, this MPO judged the proposal an acceptable demonstration funding candidate and wishes this determination to be made part of the record.

If we can be of further assistance, please advise our Staff Director, Mr. Edward Small at 716-856-2026.

Very truly yours,

David Jaros
NFTPCC Chairman

CC: Congressman Nick J. Rahall II
PCC Members

NFTC NIAGARA FRONTIER TRANSPORTATION COMMITTEE
181 Ellicott Street ◆ P.O. Box 5008 ◆ Buffalo, New York 14205-5008
(716)-856-2026 ◆ FAX (716)-856-3203

February 15, 1994

Congressman Jack Quinn
331 Cannon HOB
Washington, DC 20515

Subject: ISTEA Corrections Bill
Candidate Demonstration Project

Dear Congressman Quinn:

Please be advised that the Niagara Frontier Transportation Planning & Coordinating Committee (NFTPCC) at its business meeting of February 2, 1994 reviewed the following for demonstration funding as part of the ISTEA Corrections Bill:

Crossroads Station, foot of Main Street
City of Buffalo - $9M

The proposal is included in that area of Buffalo subject to ongoing studies by the City of Buffalo, Horizons Waterfront Commission and the Niagara Frontier Transportation Authority. Upon completion of these studies in 1994, the NFTC's Year 2010 Transportation System Plan will be updated accordingly. Since a new LRT station in the same general vicinity was previously considered a Transportation Improvement Program (TIP) candidate, TIP reaffirmation consistent with the aforementioned study recommendations and an identified source of capital funding would seem likely. Based on these factors, this MPO judged the proposal an acceptable demonstration funding candidate and wishes this determination to be made part of the record.

If we can be of further assistance, please advise our Staff Director, Mr. Edward Small at 716-856-2026.

Very truly yours,

David Jaros
NFTPCC Chairman

CC: Congressman Nick J. Rahall II
PCC Members

NFTC NIAGARA FRONTIER TRANSPORTATION COMMITTEE
181 Ellicott Street ◆ P.O. Box 5008 ◆ Buffalo, New York 14205-5008
(716)-856-2026 ◆ FAX (716)-856-3203

February 15, 1994

Congressman Jack Quinn
331 Cannon HOB
Washington, DC 20515

Subject: ISTEA Corrections Bill
Candidate Demonstration Project

Dear Congressman Quinn:

Please be advised that the Niagara Frontier Transportation Planning & Coordinating Committee (NFTPCC) at its business meeting of February 2, 1994 reviewed the following for demonstration funding as part of the ISTEA Corrections Bill:

GBIA Access Improvement, Flyover/Airport Intersection
Town of Cheektowaga - $13.6M

The proposal is reflected in the NFTC's Year 2010 Transportation System Plan and provided additional funding was available, could also be considered for the region's Transportation Improvement Program. Based on these factors, this MPO judged the proposal an acceptable demonstration funding candidate and wishes this determination to be made part of the record.

If we can be of further assistance, please advise our Staff Director, Mr. Edward Small at 716-856-2026.

Very truly yours,

David Jaros
NFTPCC Chairman

CC: Congressman Nick J. Rahall II
PCC Members

NFTC NIAGARA FRONTIER TRANSPORTATION COMMITTEE
181 Ellicott Street ◆ P.O. Box 5008 ◆ Buffalo, New York 14205-5008
(716)-856-2026 ◆ FAX (716)-856-3203

February 15, 1994

Congressman Jack Quinn
331 Cannon HOB
Washington, DC 20515

Subject: ISTEA Corrections Bill
Candidate Demonstration Project

Dear Congressman Quinn:

Please be advised that the Niagara Frontier Transportation Planning & Coordinating Committee (NFTPCC) at its business meeting of February 2, 1994 reviewed the following for demonstration funding as part of the ISTEA Corrections Bill:

Route 277, Union Road at William/Losson Intersection
Town of Cheektowaga - $4.9M

The proposal is reflected in the NFTC's Year 2010 Transportation System Plan and provided additional funding was available, could also be considered for the region's Transportation Improvement Program. Based on these factors, this MPO judged the proposal an acceptable demonstration funding candidate and wishes this determination to be made part of the record.

If we can be of further assistance, please advise our Staff Director, Mr. Edward Small at 716-856-2026.

Very truly yours,

David Jaros
NFTPCC Chairman

CC: Congressman Nick J. Rahall II
PCC Members

NIAGARA FRONTIER TRANSPORTATION COMMITTEE
181 Ellicott Street ❖ P.O. Box 5008 ❖ Buffalo, New York 14205-5008
(716)-856-2026 ❖ FAX (716)-856-3203

February 15, 1994

Congressman Jack Quinn
331 Cannon HOB
Washington, DC 20515

Subject. ISTEA Corrections Bill
Candidate Demonstration Project

Dear Congressman Quinn:

Please be advised that the Niagara Frontier Transportation Planning & Coordinating Committee (NFTPCC) at its business meeting of February 2, 1994 reviewed the following for demonstration funding as part of the ISTEA Corrections Bill:

Route 219 Interchange, Armor Duells Road
Town of Orchard Park - $2.6M

The proposal is reflected in the NFTC's Year 2010 Transportation System Plan and provided additional funding was available, could also be considered for the region's Transportation Improvement Program. Based on these factors, this MPO judged the proposal an acceptable demonstration funding candidate and wishes this determination to be made part of the record.

If we can be of further assistance, please advise our Staff Director, Mr. Edward Small at 716-856-2026.

Very truly yours,

David Jarosz
NFTPCC Chairman

CC: Congressman Nick J. Rahall II
PCC Members

JAN 9 8 1994

County of Erie

DENNIS T. GORSKI
COUNTY EXECUTIVE

PHONE: 716-858-8500

January 12, 1994

The Honorable Jack Quinn
United States Congressman
331 Cannon Office Building
Washington, DC 20515

Dear Jack:

I am writing in support of three essential transportation projects under consideration as demonstration projects, to be funded in full by the federal government, via legislation authorizing a National Highway System (NHS). I strongly support these projects to alleviate bottlenecks and inadequate highway capacity.

First, I support $4.9 million in funding for reconstructing and improving the intersection at Route 277, Union Road at William and Losson Roads in the Town of Cheektowaga. The intersection has a major traffic capacity problem, which has been exacerbated by the opening of the nearby William Street interchange with the New York State Thruway. This project will correct the traffic capacity problem and is part of the Buffalo area long-range transportation plan.

Second, I support $2.6 million in funding of the construction of two ramps at the Route 219 Interchange with Armor Duells Road in the Town of Orchard Park. Currently, only ramps exist to provide northern access to the Southern Expressway; this project would provide southerly ramps, and complete the interchange. This project is also consistent with the Buffalo area long-range transportation plan.

Finally, I support $13.6 million for access improvement to greater Buffalo International Airport. The access improvement would alleviate traffic entering the airport from the Kensington Expressway and eastbound Genesee Street. The improved connection is needed between the public eastbound access system and the airport's internal vehicle circulation system to enhance the airport's entrance and exit capabilities.

Erie County very much needs its fair share of federally funded Highway System improvements, and these projects are a good beginning.

Sincerely,

DENNIS T. GORSKI
County Executive

DTG/jmn

JACK QUINN
30TH DISTRICT, NEW YORK

PUBLIC WORKS AND TRANSPORTATION
SUBCOMMITTEES
ECONOMIC DEVELOPMENT
WATER RESOURCES AND ENVIRONMENT

VETERANS' AFFAIRS
SUBCOMMITTEES
EDUCATION, TRAINING AND EMPLOYMENT
OVERSIGHT AND INVESTIGATIONS

CONGRESSIONAL REFORM TASK FORCE

Congress of the United States
House of Representatives
Washington, DC 20515-3230

PLEASE RESPOND TO

☐ WASHINGTON OFFICE:
331 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-3306
FAX: 226-0347

☐ MAIN OFFICE:
403 MAIN STREET
SUITE 510
BUFFALO, NY 14203-2199
(716) 645-5257
FAX: 847-0323

☐ SATELLITE OFFICE:
1490 JEFFERSON AVENUE
BUFFALO, NY 14208
(716) 886-4076

January 7, 1994

Honorable Nick J. Rahall II
Chairman
Subcommittee On Surface Transportation
Committee On Public Works and Transportation
B-376 Rayburn Building
Washington, D.C. 20515

Dear Mr. Chairman —

I am writing to make you aware of some proposed transportation projects for consideration and inclusion as demonstration projects in legislation authorizing a National Highway System. I appreciate the opportunity to bring these to your attention.

In my district of Western New York, which borders Canada and the Great Lakes, and includes the City of Buffalo and Erie County, there is a great demonstrated need for several transportation projects. The City of Buffalo is undertaking a massive plan to develop its inner and outer harbors, similar to Baltimore, MD and Norfolk, VA. This development is undertaken as a partnership among our state and local government and private industry. The benefits of this development go beyond the borders of Congressional districts, indeed the international and regional tourism and recreation will benefit all of Western New York.

Key among this development are two projects for the City of Buffalo. A new transit station to service commuters, visitors to the harbor, and patrons to the new Crosstown Arena which will be home to the Buffalo Sabres NHL franchise and other events. I strongly recommend their favorable consideration to you.

There are also needs within Erie County which lie outside the City of Buffalo. In the Town of Cheektowaga, an intersection reconstruction is urgently needed to alleviate heavy traffic congestion which has been exacerbated by the opening of an interchange off the New York State Thruway. In addition, an access improvement road project is requested to service the Greater Buffalo International Airport to provide a flyover roadway. This will help alleviate vehicular traffic from entering off local road systems. The improved connection will help enhance the entrance/exit capabilities of the airport and improve internal vehicle circulation.

Lastly, there is a very small project in the Town of Orchard Park in Erie County to provide access southern ramps to and from Route 219. Currently, only northern access ramps exist and this project would in essence complete the interchange with Route 219.

I would also like to bring to your attention that I may need to modify some existing projects authorized in the 1987 and 1981 transportation acts in the City of Buffalo. The City recently elected a new Mayor and his administration has just assumed management responsibility this week. Because of this unique situation with a new administration, I will

work to bring any needed corrections or modifications to your attention as soon as possible. I appreciate your understanding in this matter.

I have enclosed the appropriate background criteria materials for your review. I thank you again for the opportunity to submit these projects and materials for your review, and offer my support.

I look forward to working with you in the coming months in addressing this National Highway System legislation. Please do not hesitate to contact me if you should have any questions or require any further information.

Very truly yours,

Jack Quinn
Member of Congress

JQ:edw

PRINTED WITH SOY INK

TESTIMONY SUBMITTED TO

THE UNITED STATES HOUSE OF REPRESENTATIVES

SUBCOMMITTEE ON SURFACE TRANSPORTATION

of the

COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

March 15, 1994

by

Mayor James F. Riehle

City of Lafayette, Indiana

20 North Sixth Street

Lafayette, Indiana 47901-1411

(317) 742-8404

Summary : The City requests that FY '95, FY '96, and FY '97 be added to the Railroad Relocation Program language (Federal Aid Highway Act of 1973, Section 163 as amended, which is Section 1037 of ISTEA) in order to complete the fifth and final segment of the Lafayette Railroad Relocation Project. A total of 42 at-grade rail crossings will be eliminated by the project. Design approval was received in 1981. Of the five independently usable segments, the first, second, and third are done; construction on the fourth (CSX Relocation) will be done in 1995; and construction will begin this fall on the fifth and final segment (Norfolk Southern Relocation). An estimated two-thirds of the project benefits are realized only with the last contract which eliminates the final 24 at-grade rail crossings. The Lafayette City Council recently gave unanimous approval to the bonding program for the City's non-federal share. The community is seeking not a new authorization, but the full renewal requested in 1991 to finish the project.

I am Jim Riehle, Mayor of Lafayette, Indiana, and I thank you for the opportunity to present testimony. First, I would like to express my thanks to the Members of the Subcommittee for past funding which has facilitated construction of four of the five segments comprising the Lafayette Railroad Relocation Project. Congressman John Myers has worked closely with the City in reaching these milestones. This vital infrastructure project was originally authorized under Section 163 of the Federal Aid Highway Act of 1973 as amended and was included in ISTEA (Section 1037) for the first three years. I come before you today to request that FY '95, FY '96, and FY '97 be added to the Railroad Relocation Program language (Federal Aid Highway Act of 1973, Section 163 as amended, which is Section 1037 of ISTEA) in order to complete the fifth and final segment of the Lafayette Railroad Relocation Project.

If you will open the brochure (see Exhibit C, the last item bound into the testimony), the project becomes clearer. The City is consolidating the Norfolk Southern and CSX Transportation tracks, shown in gold, into a single new corridor, shown in red. Notice that the CSX tracks currently go along 14 blocks of a central city thoroughfare. Forty-two (42) grade crossings will be eliminated.

With 35,000 students attending Purdue University across the Wabash River in West Lafayette and significant industrial expansion occurring east and south of Lafayette, the highway traffic conflict with trains is rapidly accelerating.

Ambulances, fire and police vehicles, 9 of 14 bus routes, and approximately 13,000 vehicles are stopped daily by trains. There are 12 to 16 accidents annually (graphically shown in the last two articles in Exhibit A). The present track location also depresses the economic potential of large portions of the central city and impedes the flow of interstate rail commerce.

Our current efforts to solve this crippling situation began in 1969 and the project has been the top priority of my administration in the twenty-two years I have been Mayor. Since 1976, Railroad Relocation has been a separate department of City government run frugally but effectively by just three full-time employees for most of its history. In 1979 the project office was established in the Big Four Depot (shown on the brochure), which is being restored for use as an intermodal Amtrak passenger facility.

Public participation has been the guiding force for the City's endeavors. The quality of our design and our design process received national acclaim in 1981 when the Design for Transportation National Awards Program, co-sponsored by the Department of Transportation and the National Endowment for the Arts, selected the Lafayette Railroad Relocation Project to receive one of only 17 awards for design excellence out of 250 entries.

We are proud of this design which successfully threads a new rail corridor through an existing urban area in a way that has evoked broad public approval. Indiana governors of both political parties have approved ten state grants in the last decade. Railroad cooperation has been outstanding as tangibly evidenced by commitments to donate over twenty acres of central city land. The Lafayette City Council unanimously approved last December the bonding program which will provide the City's non-federal share. All audience remarks were in favor of this action. The project also has the continuing support of the Mayor of West Lafayette and the county commissioners, as well as neighborhood, environmental, business and labor groups--in short a near unanimous consensus on a complicated public policy question that touches everyone in our community (see Exhibit B.)

82-614 O - 94 - 17

The photos and articles in Exhibit A show that the City has aggressively obligated the previous federal funds you have made available. Two long-awaited goals will be celebrated this year:

> Contract lettings which will finish Segment #4-CSX Relocation; and

> Groundbreaking on Segment #5 - Norfolk Southern Relocation, which is the fifth and final segment of the project.

Specifically, the Greater Lafayette Community will celebrate these project milestones in 1994:

June:	Depot Plaza Ground Breaking
July:	CSX Relocation from 5th Street to new tracks
August:	Fifth Street Reconstruction Ground Breaking
Fall:	Big Four Depot Move to new plaza location
Sept./Oct.:	Norfolk Southern Ground Breaking (fifth and final segment!).

However, an estimated *two-thirds of the project benefits are realized with the completion of the final contract when 24 at-grade rail crossings will be eliminated.* To stop just short of completion would waste the large investment already made and would deal a severe blow to public confidence in government generally. The community is seeking, not a new authorization, but the full renewal requested in 1991 to finish this project.

Because of critical safety, infrastructure, and economic revitalization needs; because of overwhelming public support and two decades of bi-partisan political effort at the local, state, and federal level; and because of a proven record of accomplishment through four segments of project construction; I respectfully request that you extend program authorization through Fiscal Year 1997 in order to fund the final contract of the Lafayette Railroad Relocation Project. Thank you.

Exhibit A: PHOTOS AND NEWS ARTICLES

> Segment #4-CSX Relocation Construction with Completed State Road 26 Bridges in Background, Lafayette, Indiana, September, 1993 (Courtesy of PSI Energy).

> Completed State Road 26 Bridges and Segment #4 Construction Plans, Lafayette, Indiana, September, 1992 (Courtesy of PSI Energy).

> "A New Generation of Cooperation," *Lafayette Journal and Courier*, May 16, 1992.

> "Ceremonial Opening of the Bridges," *Lafayette Journal and Courier*, May 15, 1992.

> "Progress Goes Under the Railroad," *Lafayette Leader*, July 2, 1993, and "Track's Open Over Ninth Street," *Lafayette Leader*, October 1, 1992.

> "No One Mourns 5th Street Tracks - Groundbreaking Will Live in the History Books," *Lafayette Journal and Courier*, August 15, 1992.

> "Train-Car Crash on Union Injures Passenger," *Lafayette Journal and Courier*, December 12, 1993.

> "Elderly Woman Killed by Train," *Lafayette Journal and Courier*, March 4, 1990.

Exhibit A: PHOTOS AND NEWS ARTICLES

LAFAYETTE, INDIANA
9 93
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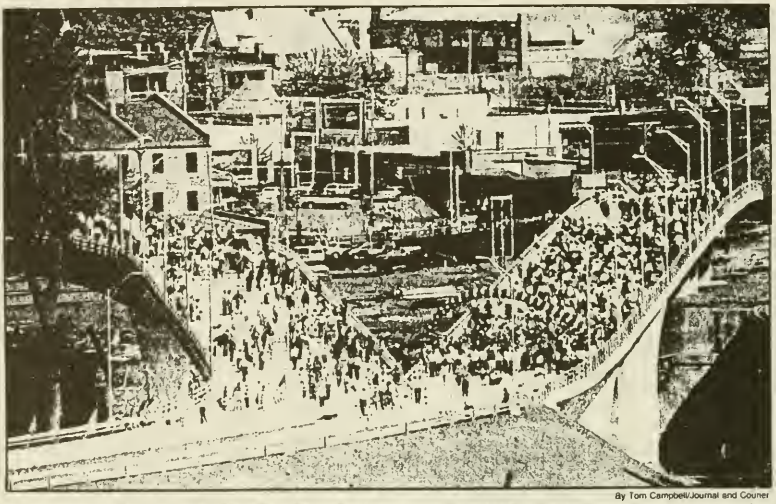
9/92
N
NEW RAIL CORRIDOR
NEW DEPOT PLAZA
DEPOT MOVES TO PLAZA
FUTURE URBAN PARK
NEW S.R. 26 BRIDGE
WABASH RIVER

2939



By Tom Campbell/Journal and Courier

The view from West Lafayette: Pedestrians stream over the Columbia Street bridge (left) and the South Street bridge during Friday's opening festivities.

Journal & Courier 5-16-92

'A new generation of cooperation'

Officials, spectators, protesters all have their say about bridges

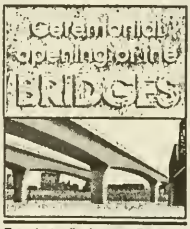
By KELLY ROTA
Journal and Courier

"Ain't God good to Indiana?"

Hoosier poet William Herschell wrote those words in 1919. West Lafayette Mayor Sonya Margerum borrowed them Friday to welcome the crowd of happy Hoosiers celebrating the ribbon-cutting ceremony for the new Indiana 26 bridges.

Under picture-perfect afternoon skies and arches of red, white and blue balloons, Lafayette Mayor Jim Riehle, Margerum and U.S. Rep. John Myers cut the ribbon on the South Street bridge, symbolically opening the new sloping bridges across the Wabash River.

The $15.2 million bridges mark the completion of the second phase of Lafayette's Railroad Relocation Project,



For photo display see Page A4

designed to eliminate 42 rail crossings.

Wearing his train-emblazoned tie, Riehle called on the thousand or so spectators who gathered on the Columbia Street bridge to celebrate "a new generation of cooperation" for Lafayette and West Lafayette.

Among the flag-waving frenzy were about 10 members from St. Mary's Cub Scouts troop, and two busloads of Klondike Elementary School second- and third-graders, sporting T-shirts that read "Klondike Under Construction."

Second-grade teacher Vickie Pearl said the 135 students first visited the bridges while they were under construction in the fall. Now they can see the results, she said, as they watch their school go through construction.

Second-grader Ashley Putnam celebrated her eighth birthday during her class' trip to the bridge. She said it was fun to be there, but, "I just hope the bridge doesn't fall down."

Her classmate, Rachnel Schlatter, 8, said the bridges were "pretty cool," and she wanted to see the balloons released in the air and the ribbon cut.

A handful of people protested the ceremony and the money that was spent to build the bridges.

Rhonda Taylor, 17, of Lafayette held a sign that read "Name the new bridge Worthless." Robert Johnson, 19, carried a sign saying "Damn the bridge. Support the People."

They said the money would have been better spent on the homeless or for other services that residents need.

See BRIDGES, Page A4

A 4 World

Journal and Courier Friday, May 15, 1992

Ceremonial opening of the BRIDGES

Festive balloon lands in yard

By PETER AGOSTINELLI and FRANK OLIVER
Journal and Courier

Residents on South Seventh Street got a surprise in their front yard late Friday afternoon.

It was a RE/MAX advertising balloon.

Believe it or not, it came from the ceremony at the opening of the new Indiana 26 bridges.

Dave and Deb Poelstra, 522 S. Seventh St., were getting ready about 5:30 p.m. to go to their son Josh's awards ceremony for Lafayette Christian Schools when they heard a funny sound coming from the front yard.

"We had just walked out the side door when we heard this big 'whoosh' from above the trees," Dave Poelstra said. "I looked up and it was this big balloon."

Pilot Dave Thiel of Balloon Port of Indiana, an Indianapolis-based firm that contracts advertising balloons for businesses, said he was flying the balloon from a tethered position near the new bridges when he ran into trouble.

Thiel said winds, which were very weak to begin with, had died down to almost nothing by the time he was airborne. The winds weren't strong enough to take him to his intended landing destination, the Lafayette Country Club golf course on South Ninth Street.

"The premise was that we were to tether the balloon near the bridge and fly it over the crowd," he said. "I didn't want to fly it considering the small amount of wind, but RE/MAX wanted their advertising, I'm sure.

"A thermal pocket was taking me in little circles. I was running low on fuel too, so I decided to take her down."

After the country club, Thiel's second choice was the nearby Potter mansion, but the Poelstra front yard had to do.

Balloon Port crew chiefs Paul Moore and Danny Reuter assisted Thiel after the emergency landing, taking the balloon apart and packing it onto the company truck. They said they had been ballooning accidents before, but this one people could laugh about.

Thiel fortunately was able to ease the balloon onto the west front lawn of the Poelstra home before a curious audience of neighbors.

Dave Poelstra helped the balloonist by grabbing the tether line thrown to him and easing it to the ground.

Van Phillips, 534 S. Seventh St., said the pilot looked at him after landing and said, "It's the cocktail hour so I thought I'd drop in."

Phillips summoned up three cold beers for the crew and welcomed them to the neighborhood.

Bill Pyle (left) and Rhonda Taylor say the existing Wabash River crossings — Main Street Bridge and the Harrison Bridge — could have been repaired for far less money than the $15.1 million spent on the new Indiana 26 bridges. They argue that $5 million would have fixed up the older bridges; the rest could have been used to help the homeless.

Photos by Frank Oliver/Journal and Courier

Mayor Jim Riehle's musical tie plays "I've Been Working on the Railroad."

Downtown folks hope for crossing to new era

By DAVID SMITH
Journal and Courier

Rick Wheeler sighs each time a train rumbles outside his Downtowner Restaurant at Fifth and Main streets, especially at noon when the dinner hour reaches its peak.

"With two or three of them at lunchtime, it cuts me off from people who work downtown," Wheeler says. "I draw all my business downtown, from people who work downtown."

Wheeler, for one, is looking forward to the day when Railroad Relocation removes the trains from Fifth Street and reroutes them along new tracks along the river and under the new Indiana bridges.

Doug Mennen, a commercial real estate broker and partner in Century 21 Mennen Realty, says the new bridges send a strong signal to the people of Lafayette and to potential developers.

"I think it's great," he says. "I think it's something people in town have wanted for for a long time.

"The whole project of Railroad Relocation will bring a new outlook to downtown."

Mennen's firm is selling the Reifers Building at Ninth and Main streets, a vacant commercial property.

"There's some very serious interest in it," he says.

He hopes that as Railroad Relocation progresses, developers will make their move on downtown properties like the Reifers Building.

"I think when the bridge opens, there's going to be a general feeling that if someone were going to do something downtown, now's the time to do it," Mennen says. "I get that impression from the clients I've talked to."

Bob Ross, owner of the Loeb's Building on the courthouse square, says the new bridges will increase traffic on Columbia and South streets, which straddle his property.

"I'm really excited about it. Having grown up here and seen downtown when it was bustling, it's kind of exciting," he says.

Downtown retail business has declined steadily since Tippecanoe Mall was built in 1973, despite growth in service and government offices. Ross says the trains, which run day and night, make it difficult to sell or lease downtown property.

"I've always dreaded having to go through downtown Lafayette because of the possibilities of a train," he says.

The completion of the Columbia and South street bridges thus are an important step toward marketing vacant downtown properties, he says.

"This is just one stumbling block removed. I've already noticed expectations about what people might get for properties have risen."

Wheeler is more cautious. He says removing the trains is only half the battle. Stores that attract people must come into downtown.

"That question will be answered when the train stops going through downtown," he says. "Then we'll see if people are ready to spend some money and invest in Lafayette."

Kyle Rockhold, a second-grader, tours the bridges with his classmates from Klondike Elementary School.

Residents gather Friday to see the ribbon cut to open the bridges.

> East Side, West Side, all around the town,
> Our cities now are united by this lovely river crown.
> Now we'll cross the river with the greatest of ease,
> We'll fly from East Side to West and back as smoothly as we please.
>
> Song adapted by Dick Jaeger
> former choral director at Jefferson High School.

Bridges –

Continued from Page A1

Another protester, Bill Pyle, 20, said he had read that one-third of the bridges $15 million budget would have repaired the Main Street Bridge and the Harrison Bridge. The other $10 million could have been spent on the homeless, he said, or to help downtown businesses.

Myers, R-Covington, had words for critics of the bridges and of railroad relocation, especially those critics who call relocation a pork-barrel project.

"Remember that when you drive across this bridge, it's a pork barrel that's bringing your tax dollars — built by your tax dollars — home to you," Myers said. "If it's a pork-barrel project, then I'm proud to be a part of it."

Two former railroad relocation project managers were among the spectators. Ken Knevel came up from New Orleans, and Kent Schuette, the project's first director, also joined the crowd.

Doug Cooper and Rich Dumbala, owners of Sgt. Prestons of the North, hosted a Bridge Opening Bash, starting at 4 p.m.

They also printed 225 T-shirts with a slogan that sums up their thoughts on the new bridges — as owners of the tavern lodged at the foot of the eastbound one.

"Sgt. Prestons — No longer the long way home."

THE LAFAYETTE LEADER

7-2-93

JoAnn Darling/Lafayette Leader

Progress goes under the railroad

As Phase Three of railroad relocation progress draws to a close, traffic on Ninth Street began flowing under the railroad bridge and through the new underpass this week.

Meanwhile, the beginning of Phase Four closed access to Canal Road from Harrison Bridge. Motorists trying to reach businesses on Canal Road should use the newly opened Ninth Street as a detour.

Estimates are that it will be next summer before traffic will head north on Canal Road from Harrison Bridge.

THE LAFAYETTE LEADER

LOCAL

October 1, 1992

Track's open over Ninth Street

The train tracks that run along Canal Road have been serving the community since the 1850s.

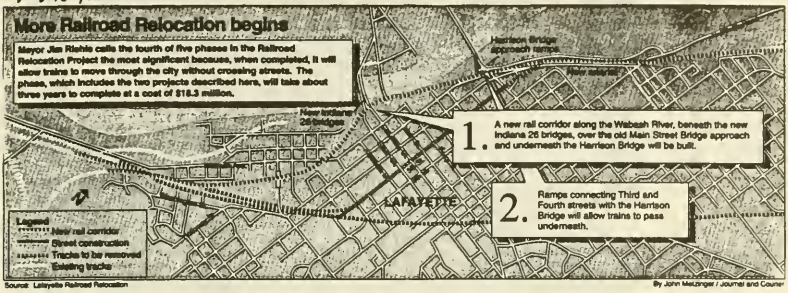
Last week, those old rails were retired, and now trains are running on new tracks constructed as part of the Ninth Street Underpass segment of the Lafayette Railroad Relocation project.

The next step for Walsh Construction Company of Illinois, the prime contractor for this segment of railroad relocation, is to remove the old rail lines and complete the excavation for the Ninth Street vehicle underpass. Ninth Street is expected to open to traffic next spring.

Mary Jo Carey/Lafayette Leader

The AMTRAK "Cardinal" became the first regularly scheduled train to officially to use the new CSX railroad bridge. Ninth Street will pass under the tracks.

Journal & Courier 8-15-92


More Railroad Relocation begins
Mayor Jim Riehle calls the fourth of five phases in the Railroad Relocation Project the most significant because, when completed, it will allow trains to move through the city without crossing streets. The phase, which includes the two projects described here, will take about three years to complete at a cost of $18.3 million.
Harrison Bridge approach ramps
New Indiana 26 bridges
1. A new rail corridor along the Wabash River, beneath the new Indiana 26 bridges, over the old Main Street Bridge approach and underneath the Harrison Bridge will be built.
2. Ramps connecting Third and Fourth streets with the Harrison Bridge will allow trains to pass underneath.
LAFAYETTE
Legend
New rail corridor
Street construction
Tracks to be removed
Existing tracks
Source: Lafayette Railroad Relocation
By John MeiZinger / Journal and Courier

No one mourns 5th Street tracks

By JOHN NORBERG
Journal and Courier

Federal, state, county, city and CSX railroad officials joined with Lafayette-area residents at the foot of the Harrison Bridge on Friday for the groundbreaking for the fourth stage of the Railroad Relocation Project.

When it is completed, the CSX Railroad will be gone from Fifth Street for the first time since the 1840s.

Forty guests sat on a flatbed railroad car pulled by a yellow, gray and blue CSX engine with a caboose behind. Patriotic bunting drapped the flatbed, and several hundred people applauded and blew wooden whistles.

Young and old were on hand:

• "This is really nice," said Benjie LaGuire, 14, of 601 Madison St. "We won't have traffic stopped by trains."

• "I just love this, it's wonderful," said Opal Bingham, 75, of 102 Cambridge Estates. "My sister and I were born and practically raised along the railroad tracks. A lot of people have been stopped by these trains. You know, our bosses practically didn't want to take us" because of railroad delays on the way to work.

A. Crane Jones Jr., a retired vice president with CSX, said trains passing through Lafayette cross traffic at 42 locations and run along 14 blocks of Fifth Street.

"It took an awful lot of patience with our railroads to put up with this for so many years," he said.

He said the Lafayette community was different than others with similar problems.

"You didn't just talk about it, you set about doing something about it," he said. "Mayor (Jim) Riehle has been a tremendous leader and guider."

Among those joining Jones and Riehle at the ceremonies were Rep. John Myers, R-Ind., and Sen. Dan Coats, R-Ind.

Coats credited Myers' work on the project at the federal level.

"This project wouldn't have succeeded without John shepherding this through Congress," Coats said.

Some of those at the ceremony Friday have followed the project for more than 20 years, such as Richard Criafulli of the Federal Railroad Administration in Washington, D.C.

Criafulli said Lafayette was one of 18 cities named demonstration railroad relocation projects. Some of the smaller ones are finished, he said. Others are not as far along as Lafayette.

"Other cities have not had the momentum and succeeded as Lafayette has," he said. "It's a combination here of a very competent city administration, support from the public and support from people in Congress."

Safety will win out when all the work is done, Riehle said.

"There are accidents, serious injuries and sometimes desth at these crossings every year," he said. "The ultimate purpose of the project is safety."

By Tom Campbell/Journal and Courier

CSX railroad engineer Dave Randolph may have had the best seat for Friday's relocation ceremony, held on the Fifth Street tracks between Salem and Union streets.

Groundbreaking will live in the history books

By BOB KRIEBEL
Journal and Courier

Historic moments in Lafayette railroading are rare. But Friday's groundbreaking for the next part of the city's vast Railroad Relocation Project was one of 'em.

Put it in the books!

The railroads came to Lafayette by wagonloads and steamboatloads and canal-boatloads beginning in 1849, and with the sweat of laboring men with shovels and picks and axes, and grunting teams of horses.

The men and the horses and their primitive implements, with a minimum of steam-powered machinery, graded the routes and sawed and laid the crossties and built and timbered trestles and spiked in the rails and fit the wheels of newly arrived cars and engines to them.

Most of the original rails came from foundries in Wales, reaching Lafayette by Atlantic freighter, the Erie and the Wabash & Erie canals. The rolling stock came mostly from eastern U.S. factories, arriving by steamboat and canal boat. The crossties were cut from forests along the route, with preference given the harder oak and ash logs.

One of the great ironies in local transportation history is that the slow-paced, mule-plodding Wabash & Erie Canal brought to Lafayette the rails and machines that killed it as an important transportation vehicle. Trains were far faster, even at their inaugural 20-mile-an-hour gait, than the sleepwalking canal boats.

The railroad from Lafayette to Indianapolis opened in December 1852. The tracks to Crawfordsville opened in February 1853.

Shortly these lines were extended north and northwest to Michigan City, Lake Michigan and Chicago. Later in the 1850s, rail lines leading northeast to Detroit and southwest to St. Louis opened.

Ever since, these railroads, under a variety of changing company names — New York Central, C&L, Monon, Wabash, Norfolk & Western, and many more — have served Greater Lafayette's freight and passenger needs exactly where they were fixed in the ground in the "olden days."

Phase 4 of Railroad Relocation, will, in due time, change all that.

All the old tracks, familiar to generations of local residents, will be grouped along a new route just east of the Wabash River, separated from motor vehicle traffic entirely.

That will be another historic day.

Journal and Courier
Section
B Local editor:
Shelley Acoca / 420-5231
Sunday, December 12, 1993

Train-car crash on Union injures passenge

By Michael Clevenger/Journal and Courier

Bill Schepp of Mullen Wrecker Service gets ready to tow a car that was hit Saturday by a Norfolk-Southern train in Lafayette. The accident occurred near St. Elizabeth Hospital Medical Center, where the car's two occupants were taken.

Driver cited for going by gates

By AMY HIGGINS
Journal and Courier

In a race between a car and train in Lafayette on Saturday evening, the car lost, seriously injuring the car's passenger.

A Norfolk-Southern Railway freight train hit a 1979 Honda Accord as the train was crossing Union Street near St. Elizabeth Hospital Medical Center, police said. The car was pushed almost to 18th Street, about two blocks.

"They went around the gates trying to beat us as usual," the train's engineer said.

The only passenger in the car, Leon Thorpe, 72, later was listed in fair condition Saturday night at St. Elizabeth, suffering from a collapsed lung, Patrolman Dave Hullinger said. Thorpe, of 634 N. Fifth St., was conscious at the scene of the accident and complained of chest pain on his right side.

Rodney Vandeventer, 30, also of 634 N. Fifth St., was the driver of the car. He was treated for a possible broken collar bone at St. Elizabeth and released, Hullinger said. Vandeventer was cited for disregarding a railroad crossing signal.

2944

Elderly woman killed by train

(Journal & Courier 3/4/90)

By KATHE SCHUCKEL
Journal and Courier

An elderly deaf woman walked directly into the path of a 6,000-ton train, scarcely 10 feet from her, and was killed instantly Saturday afternoon near St. Elizabeth Hospital Medical Center.

Police identified the woman as Rose M. Linder, 69, 615-2 North St., Lafayette. She was a longtime resident of Lafayette, who lived alone with her little white dog and often walked around the neighborhood.

On warmer days, Linder would sit on the porch of her apartment complex, sometimes talking in sign language with friends.

The conductor of the train, Leo Boone of Peru, said he saw Linder hesitate and then walk into the northbound Norfolk and Southern train's path at Salem and Erie streets about 2 p.m.

"It was just like she didn't know we were here. Two young girls hollered at her, but she didn't hear them," Boone said.

Boone said there was no way to stop the train in time. It was moving about 25 miles an hour and finally stopped near the intersection of Greenbush Street.

Linder was killed instantly. Her dismembered body was thrown between the tracks about 120 feet from the point of impact.

Concerned and curious onlookers gathered on either side of the tracks near the stopped train. Police officers shooed the curious away as her remains were removed from the tracks.

All intersections south of Greenbush were blocked for more than an hour and a half while the train was stopped during the investigation.

Lafayette Police Officers Don Roush and John Withers and Martin D. Avolt, the county coroner, were at the scene for the investigation.

Boone said there were 95 cars on the 6,000-ton train, which was about two miles long and was headed to Bellevue, Ohio. The engine weighs between 100 and 125 tons, he said.

By Tom Campbell

The Lafayette Police Department's chaplain, Father John Bach, at the scene of the accident. (Lafayette, Indiana)

Exhibit B: LETTERS

Government		
Frederick C. P'Pool	Commissioner	Ind. Dept. of Transportation
Sonya L. Margerum	Mayor	City of West Lafayette
Nola J. Gentry, William D. Haan, Hubert D. Yount	Bd. of Commissioners	Tippecanoe County
Steven C. Beering	President	Purdue University
Betty Doversberger	Executive Dean	Ivy Tech State College
James A. Hawley	Executive Director	Tipp. Cty Area Plan Commission
Railroad		
David R. Goode	Chair., Pres., CEO	Norfolk Southern Corp.
Community		
Joseph A. Bonner	President & CEO	Lafayette Bank & Trust
Terri E. Boone	Executive Director	Hanna Community Council
Roger D. Branigin, Jr.	Partner	Stuart & Branigin
Joseph T. Bumbleburg	Partner	Ball, Eggleston, Bumbleburg & McBride
Norman Childress	Secretary/Treasurer	Tippecanoe Building & Construction Trades Council
Sam Copeland	Business Rep.	N. W. Indiana District Council of Carpenters
Frank C. Donaldson Susan K. Smith	President, and Executive Director	Downtown Business Center
David L. Francis	President	NBD Bank, N.A.
W. L. Hancock	Northwest Region Mng.	PSI Energy
Paul E. Hess	President	St. Elizabeth Hospital Medical Center
David H. Howarth	Chairman (retired)	NBD Bank, N.A.
Gordon Kingma		
Jim Kleck	Plant Director	Eli Lilly and Company
Richard A. Kocerha	President, Extrusion/ Tube System	Aluminum Co. of America
Robert B. McDonald	Senior Vice President	Great Lakes Chemical Corp.
James K. Risk, III	President	Kirby Risk Supply Co.
Thomas R. Schmenk	President	Wabash River Parkway Commission
Joseph H. Seaman	President & CEO	Bank One, Lafayette, NA
James C. Shook		The Shook Agency
E. Dana Smith	President	Greater Laf. Chamber of Commerce
Patricia Stephenson	Executive Director	Lafayette Neighborhood Housing Services
Albert R. Strain	Vice Chairman	The Huntington National Bank of Indiana
Joann L. Wade	Executive Director	Greater Lafayette Convention & Visitors Bureau
R. M. Whitsel	President	Lafayette Life Insurance Co.
Katsuya Utada	Exec. V. Pres. & Chief Financial Officer	Subaru-Isuzu Automotive Inc.

INDIANA DEPARTMENT OF TRANSPORTATION
100 North Senate Avenue
Room N755
Indianapolis, Indiana 46204-2249
(317) 232-5533 FAX: (317) 232-0238

EVAN BAYH, Governor
FREDERICK C. P'POOL, Commissioner

Writer's Direct Line:
(317) 232-5475

December 29, 1993

The Honorable Nick J. Rahall II, Chairman
Committee on Public Works and Transportation
Subcommittee on Surface Transportation
B-376 Rayburn House Office Building
Washington, D.C. 20515

Dear Representative Rahall:

I am writing to convey the State of Indiana's support for the Lafayette Railroad Relocation Project and the necessary extension of ISTEA Section 1037 for FY 1995, FY 1996, and FY 1997 along with full funding for these years. Indiana has supported this project in the past with over $2.3 million in grants from the Industrial Rail Service Fund. The project has been approved for another $390,000 grant in 1994. In the future the project will be evaluated for additional grant funds if they continue to apply.

The primary focus of the project is the rerouting of two major rail lines from downtown Lafayette which will result in a substantial reduction in congestion and greatly increase safety in the city. The reduction in congestion and the improved crossing safety will be a tremendous asset to the continued economic growth and prosperity of Lafayette.

The funding provided through ISTEA has been crucial to the success of this project in the past, allowing for the first four phases to be constructed. Without the extension of Section 1037 through FY 1997 as well as the extension of necessary funding, the final phase cannot be constructed. The final phase will eliminate an additional 24 railroad crossings, bringing the total to 42 crossings eliminated.

Once again, I write to express my appreciation for past funding for this project from the various authorizations and hope you can support this project with the extension of ISTEA Section 1037 through FY 1997.

Sincerely,

Frederick C. P'Pool

FCP/RES/tlc
cc: file

RS122993.WP

CITY OF
WEST
LAFAYETTE

City Hall
609 West Navajo Street
West Lafayette, Indiana 47906-1995
(317) 463-3571

December 21, 1993

The Honorable John T. Myers
United States House of Representatives
2372 Rayburn HOuse Office Building
Washington, D.C. 20515

Dear Congressman Myers:

The citizens and government of West Lafayette have long recognized the need to relocate the railroad in Lafayette. We remain strongly committed to completing the Lafayette Railroad Relocation Project.

We would like to urge Congress to add FY '95, FY '96, FY '97 to the existing Railroad Relocation Demonstration Program language (Federal Aid Highway Act of 1973, Section 163 as amended, which is Section 1037 of ISTEA).

If federal funds are made available from this program, the City will be able to put under contract in FY '95 the final project element-the Norfolk Southern Relocation- which will eliminate 24 at-grade crossings and bring the project total to 42.

At this time we are not seeking new authorization, merely the full authorization requested in 1991 in order to finish the fifth and final segment of the project. The first three segments have been completed and the fourth is presently under construction.

Sincerely,

Sonya L. Margerum

Sonya L. Margerum
Mayor

TIPPECANOE COUNTY BOARD OF COMMISSIONERS
County Office Building
20 N. 3rd Street
Lafayette, Indiana 47901-1214
(317) 423-9215
Fax: (317) 423-9196

Nola J. Gentry
William D. Haan
Hubert D. Yount

December 21, 1993

The Honorable John T. Myers
United States House of Representatives
2372 Rayburn House Office Building
Washington, D.C. 20515

Re: Lafayette Railroad Relocation Project

Dear John;

We are writing to urge you to prevail on Congress to add FY'95, FY'96, FY'97 to the existing Railroad Relocation Demonstrations Program language (Federal Aid Highway Act of 1973, Section 163 as amended). If federal funds are available from this program, the City of Lafayette will be able to put under contract in FY'95 the final project element, Norfolk Southern Relocation, which will eliminate 24 at-grade crossings and bring the project total to 42. As you know, four segments are either completed or under construction. This is not a new authorization, merely the full authorization requested in 1991 in order to finish the project.

The project was re-authorized in two sections of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). One of these provisions is applicable through the full life of this act. However, the program which first launched the project, and has been so important in the funding, was re-authorized for only the first three of six years covered by ISTEA. Our request is for a time extension to correspond to ISTEA.

We the undersigned members of the Tippecanoe County Board of Commissioners support this project and believe elimination of the 42 at grade railroad crossings improve the traffic flow and benefits the general welfare and safety of the citizens of our community.

Thank you in advance for your assistance on this project.

Respectfully yours,

Board of Commissioners of Tippecanoe County

Nola J. Gentry William D. Haan Hubert D. Yount

Highway Engineer
Stephen L. Murray

Highway Supervisor
Joseph L. Buntin

Personnel Director
Frank H. Cederquist

Commissioners' Assistant
Vickie J.E. Rhine

PURDUE UNIVERSITY

STEVEN C. BEERING
PRESIDENT

March 8, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, Indiana 47901

Dear Mayor Riehle,

I have followed the progress of Railroad Relocation in Lafayette since its inception. I have been impressed throughout with the careful planning and flawless execution that have gone into every phase of the project. I remain convinced that its completion will bring a new era of economic development to Greater Lafayette.

As you seek funding to complete the final phase of Railroad Relocation, please be assured that you have my wholehearted support for this important endeavor.

Sincerely,

Steven C. Beering

1031 HOVDE HALL, ROOM 200 • WEST LAFAYETTE, IN 47907-1031 • (317) 494-9708

IVYTECH
Indiana's Technical College

ELIZABETH J. DOVERSBERGER
Executive Dean

March 3, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, Indiana 47901

Dear Mayor Riehle

I would like to commend you for the continuing progress being made on the railroad relocation project in Lafayette. Among all of the progress that is occurring in Lafayette, this project leads all others in making it possible for this area of the state to flourish.

When I returned to Indiana seven years ago, after living in Illinois for 24 years, I found Lafayette appearing much as it had when I was a student at Purdue. Since that time, however, the community has undergone dramatic changes, spearheaded by the relocation of the railroads. When the project is completed, the community will be transformed and will permit this part of the state to lead in economic development.

Your crucial role in promoting the project and working to secure funding for its completion is much appreciated throughout the area.

Sincerely yours

Betty Doversberger
Executive Dean, Ivy Tech State College
Chairperson-Elect, Greater Lafayette Chamber of Commerce

cc: E. Dana Smith

TIPPECANOE COUNTY
AREA PLAN COMMISSION

20 NORTH 3rd STREET
LAFAYETTE, INDIANA 47901-1209

(317) 423-9242

JAMES D. HAWLEY, AICP
EXECUTIVE DIRECTOR

December 22, 1993
Ref. No.: 556-93

The Honorable John T. Myers
2372 Rayburn House Office Building
Washington, D.C. 20515

In Re: Lafayette Railroad Relocation Project

Dear Congressman,

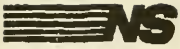
As the Tippecanoe County Area Plan Commission's Executive Director, I have been requested to provide you with relevant information concerning the ongoing Lafayette Railroad Relocation effort and its relationship to the community's transportation plan.

On January 1, 1976 our organization was designated the Metropolitan Planning Organization for the Greater Lafayette Indiana urbanized area. Early in 1976 we entered into a transportation planning program which culminated in the first Long Range Transportation Plan for our community. That plan incorporated relevant portions of the Railroad Relocation project proposal. The year 2000 Transportation Plan anticipated relocation of the rail lines into a single corridor paralleling the Wabash River. From that time to date, the railroad relocation process and its engineering, right-of-way and construction phases have been included in the MPO adopted Annual element of the Transportation Improvement Plan and are an integral part of the Long Range Transportation Plan for the Greater Lafayette area.

In a 1991 Transportation plan update to the year 2010, the MPO adopted a new phased capital improvement program inciuding the anticipated completion of the railroad relocation project. As a part of improved traffic flows and decreased congestion in the community, the removal of 42 at-grade rail crossings adds considerably to a safe, modern transportation network capable of handing the growth needs of Greater Lafayette.

The fifth and final stage of this long range project will eliminate 24 of those 42 rail crossing in the City of Lafayette and contribute substantially to the safety and mobility of the motoring public and pedestrians.

The FY '94 Transportation Improvement Program was adopted by the MPO in early 1993, incorporating into its three to five year framework the final phases of this effort spanning two decades. In the fall of 1993 the State of Indiana adopted its statewide transportation improvement program, INSTIP, incorporating the Railroad Relocation Program as established in the local TIP. In the fiscally constrained TIP it was anticipated that federal funding to complete the project could be expected and the local financial support was also available.



Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191
804 629-2610

David R. Goode
Chairman, President and
Chief Executive Officer

March 7, 1994

The Honorable James F. Riehle
Mayor
City of Lafayette
10 South Second Street
Lafayette, Indiana 47901-1216

Dear Mayor Riehle:

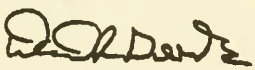
Since 1975 the City of Lafayette, Indiana, in partnership with Congress and private interests, has worked vigorously and continuously to relocate various rail lines away from the center of downtown Lafayette. As the time approaches to request reauthorization and appropriation of funds from Congress to complete Phase 5, the final phase of the Relocation Project, I want to express once again Norfolk Southern's complete and enthusiastic endorsement of the Project.

Among other benefits, the project will eliminate 42 grade crossings in Lafayette, an enormous contribution to motorist safety. Because over half of the crossings will be closed in this last phase, reauthorization and appropriation of this funding is crucial to the realization of the full safety and economic potential of the Relocation Project.

The hard work of so many is close to fruition; all of us at Norfolk Southern strongly support Congressional action to fund the last phase of this Project.

We at Norfolk Southern have enjoyed a warm and cooperative relationship with you and the citizens of Lafayette in the past and look forward to our continued joint efforts.

Sincerely,



Lafayette Bank and Trust Company
P.O. Box 1130
Lafayette, Indiana 47902
Phone 317 423 7100
Fax 317 423 7280

Lafayette Bank & Trust

Joseph A. Bonner
President
Chief Executive Officer

March 7, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, IN 47901

Dear Jim:

The whole community can see in the near future the completion of the Railroad Relocation Project. All of us are anxiously looking forward to it.

You and the community have successfully completed Segments #1, #2, and #3 and will soon see Segment #4-CSX relocation completed. It is my understanding that the U.S. Congress has provided funding for three of the four contracts for the fifth and final Segment.

We urgently need funding for the final construction contract for Segment #5, Norfolk Southern Relocation, to bring the project to a successful conclusion.

We are behind you. The final 24 of 42 grade crossings will be eliminated. We do not want to leave the project up in the air for another generation. Let's fight to get the job done once and for all.

Very truly yours,

LAFAYETTE BANK AND TRUST COMPANY

Joseph A. Bonner
President and CEO

jl

HANNA COMMUNITY COUNCIL
1201 N. 18TH • LAFAYETTE, IN 47904

March 8, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, IN 47901

Dear Mayor Riehle:

The Hanna Community Council Board of Directors, staff and neighborhood are committed to the completion of the Lafayette Railroad Relocation Project. We understand that you will be presenting testimony to Congress on the need for funding to complete the project.

The project is urgently needed. We support the request that Lafayette Railroad Relocation is making for enough funds to complete the fifth and final phase of the project.

The construction of the final segment will be of real benefit. We have come this far since the start of the project in the early 1970's and it is important that the project be completed. It will be a great improvement for the city.

Sincerely,

Terri E. Boone

Terri E. Boone
Executive Director

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STEPHEN R. PENNELL
ANTHONY S. BENTON
ERIK O. SPYKMAN
WILLIAM E. EMERICK
JOHN C. OUFFEY
MARK E. DEYOUNG
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SUSAN K. HOLTBERG
JOHN M. STUCKEY
DEBORAH B. TRICE
BRENT W. HUBER
MICHAEL M. OBERMAN
DAVID A. STARKWEATHER
SALLY A. BAUMLER
GEOFFREY L. BLAZI
A. JAMES CHAREO

OF COUNSEL
GEORGE A. RINKER
JOHN F. BOOLE

ALLISON E. STUART (1886-1950)
ROGER O. BRANIGIN (1902-1975)

March 8, 1994

The Honorable James F. Riehle
Mayor of the City of Lafayette
10 South Second Street
Lafayette, IN 47901

Dear Jim:

Once again, on behalf of myself and my firm, who speak both as property owners in downtown Lafayette and as members of our community, I would like to express our continued support for the completion of railroad relocation in Lafayette.

Completion of the relocation of the CFX tracks is in sight, and that in itself will be a marvelous improvement to our City, in terms of safety, in terms of convenience, and in terms of the improved appearance of downtown Lafayette.

However, we think it is imperative to finish the job -- to relocate the Norfolk Southern tracks which presently bisect our City and (because it is a main line) block traffic with discouraging and often frustrating regularity.

We are told that the cost of relocating the Norfolk Southern tracks has been partially funded and that what is needed now is the federal share of the cost which has not yet been funded and which is the subject of the City's current request. We would strongly urge the Congress and the Department of Transportation to act favorably on the City's request, and to do so before inflationary pressures increase the cost of completion.

In urging approval of the necessary additional funding, we do not mean to sound ungrateful for the progress which has been accomplished so far. My firm and I -- indeed, almost everyone I know -- is grateful to Congressman Myers, Senators Lugar and Coats, and the other members of the Congress who have helped in this matter, to the Federal and State Departments of Transportation, and to the railroad relocation staff who have worked so hard to get us this far.

If you should see fit to submit copies of this letter to legislators or administrative officials, I would emphasize two simple points: We thank all of them for helping us get this far, and we sincerely urge them to help us finish the job.

Very truly yours,

Roger D. Branigin, Jr.

RDB/sm

31398

JOSEPH T. BUMBLEBURG
POST OFFICE BOX 1535
LAFAYETTE, INDIANA 47902

317-742-9046

February 23, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, IN 47901

Dear Mayor:

I write again to express my support for railroad relocation. This is a most interesting project that enjoys wide spread community support. As you know, I watch the progress from my office. The new bridges, the Wabash Avenue overpass, and the Harrison bridge project are impressive.

The end result eliminating 42 grade crossings and improving the area transportation net has benefits that are valuable to this community and to others. Additionally what the city has learned about how citizens come together for the common good can be shared.

This relocation is a win situation with long term benefits for all.

Very truly yours,

Joseph T. Bumbleburg

TIPPECANOE BUILDING AND CONSTRUCTION TRADES COUNCIL
affiliated with
Building Trades Department, A.F.L.-C.I.O.
P.O. Box 85, Lafayette, IN 47902-0085 • (317) 742-2427 • FAX (317) 742-5792

Robert R. "Jack" Kelley
President

Norman Childress
Secretary/Treasurer

March 7, 1994

The Honorable James F. Riehle
Mayor of Lafayette, Indiana
20 North 6th Street
Lafayette, Indiana

Re: Federal Funding to finish Lafayette
Railroad Relocation Project
Lafayette, Indiana

Dear Mayor Riehle,

I understand that you and other community leaders are going to Washington D.C. to seek additional funding to finish the fifth and final segment (Norfolk Southern rail relocation) of the Lafayette Railroad Relocation Project.

The Tippecanoe Building & Construction Trades Council is strongly committed to completing this project. We thank you for your leadership and we wish to go on record as we have over the past 23 years in support of this project. We support you and encourage you in your request to the U.S. Congress for additional funds to finish this urgently needed project.

Upon your arrival in Washington to testify, please express our thanks for the past federal funding. As you know, four of the five project segments are either finished or under way. Through the money that the Lafayette community has received for this project many area residents have received the opportunity for gainful employment on various construction projects. When segment number five starts this fall there will be many more jobs in the offering.

Once again, thank you for your support of this project, if we can be of any help feel free to call on us.

Very truly yours,

Norman Childress
Secretary/Treasurer

Northwest Indiana District Council Of Carpenters

658 Main Street, Suite 215 • Lafayette, IN 47901 • 317-742-2762

March 7, 1994

The Honorable James F. Riehle
Mayor of Lafayette, Indiana
20 North 6th Street
Lafayette, Indiana

Re: Federal Funding to complete Lafayette
Railroad Relocation Project
Lafayette, Indiana

Dear Mayor Riehle,

I understand that you and other community leaders are going to Washington D.C. in the near future to seek additional funding to finish the fifth and final segment of the Lafayette Railroad Relocation Project. (Norfolk Southern tracks relocation)

The Northwest Indiana District Council of Carpenters is strongly committed to completing this project. We thank you for your leadership and we wish to go on record as we have over the past 23 years in support of this project. We support you and encourage you in your request to the U.S. Congress for additional funds to finish this urgently needed project.

Upon your arrival in Washington, would you please express our thanks for the past federal funding. As you know, with four of the five project segments either finished or under way, the additional funding at this time is extremely critical. The funding that the Lafayette community has received for this project up to date has provided many area residents with the opportunity for gainful employment, not to mention the elimination of several dangerous grade crossings. When segment number five starts this fall there will be many more jobs in the offering as well as the further elimination of most of the remaining grade crossings.

Once again, thank you for your support of this project, if we can be of any help feel free to call on us.

Very truly yours,

Sam Copeland

Sam Copeland
Business Representative

Downtown Business Center

March 7, 1994

Mayor James F. Riehle
City of Lafayette
10 South 2nd Street
Lafayette, IN 47901

Dear Mayor Riehle:

We are writing this letter on behalf of the board of directors of the Downtown Business Center to support the City's request for federal funds to complete the fifth and final segment of the Lafayette Railroad Relocation Project.

As you know, the Downtown Business Center is a not-for-profit organization concerned with the on-going development and preservation of downtown Lafayette. We view the railroad relocation project as having a momentous effect on the future development of the center city and the entire community. Elimination of the grade crossings will ensure public safety as well as greatly improve the quality of life in our community. Completion of this significant project will help foster the continued growth and revitalization of our downtown.

We are encouraged that four of the five segments of the project are now complete or under construction. However, the most significant benefits will occur in the final segment because of the large number of grade crossings that will be removed.

We encourage members of the appropriate congressional committees to support the City's request for an extension

It's Happening Downtown

P.O. Box 1005 • Lafayette, Indiana 47902 • (317) 742-2313

of authorization and the appropriation of funds to complete the Lafayette Railroad Relocation Project.

Sincerely,

Frank C. Donaldson
President

Susan K. Smith
Executive Director

FCD:SKS/jn

NBD Bank, N.A.
437 South Street
Post Office Box 780
Lafayette, Indiana 47902

David L. Francis
President and
Chief Operating Officer

March 7, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, IN 47901

Dear Jim:

Railroad Relocation has been a top community priority for over two decades and has been solidly supported by the community for a number of years. Your personal efforts have been outstanding and it is extremely important that funds be provided to finish the final phase.

This project will be a most positive change in our communities of Lafayette and West Lafayette with the biggest benefits coming in the final segment.

It is extremely important that the program authorization which began the project (Federal Aid Highway Act of 1973, Section 163, as amended) be extended through fiscal year 1997 and that funds be appropriated to finish the fifth and final segment of Lafayette Railroad Relocation.

Thanks again for all you have done for Lafayette Railroad Relocation. Please let me know if I can be of further assistance.

Sincerely,

David L. Francis

DLF:pk

PSIEnergy™ District Office

601 North 3rd Street
Lafayette, Indiana 47901

P. O. Box 120
Lafayette, Indiana 47902

March 7, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, IN 47901

Dear Mayor Riehle:

Please add my name to the many others that support the City's request for an extension through FY '97 of the program authorization which began the Lafayette Railroad Relocation Project and for appropriation of those funds to complete the fifth and final segment of the project.

I feel it's extremely crucial that sufficient funding be authorized to accommodate the long expected improvements in our regional transportation network. These enhancements will not only offer a greater degree of safety for our community in eliminating 42 crossings, but will also provide substantial community redevelopment opportunities.

Since this has been a top bi-partisan community priority for the past two decades, it would certainly be a big disappointment and detriment to the Greater Lafayette community not to see its fruition.

Sincerely,

W. L. Hancock
Northwest Region Manager

bg
cc: Elizabeth Solberg, Project Manager
Railroad Relocation

ST E Our business is life

March 7, 1994

Honorable James F. Riehle
Mayor of the City of Lafayette
10 South Second Street
Lafayette, IN 47901

Dear Mayor Riehle:

It is my understanding that you will be presenting congressional testimony on behalf of the community and requesting funding to finish the Lafayette Railroad Relocation Project.

You have the continued support of St. Elizabeth Hospital Medical Center in your request for additional funding to complete this important project. It is vital to the continued growth, and more importantly, to the safety of the residents of the Lafayette community, that funding be made available for the fifth and final segment of the Railroad Relocation Project. It is very apparent to those of us in the health care setting, the benefit to be gained by our community when we no longer encounter the delays of our ambulances and other emergency vehicles, and when we no longer see the victims of railroad crossing tragedies, as we have seen in the past.

Mr. Mayor, I firmly support the community's request for the federal funding to complete the final contract of this crucial project. May God's richest blessings be with you as you work toward this goal.

Sincerely,

Paul E. Hess, FACHE
President

pcs

St. Elizabeth Hospital Medical Center
1501 Hartford St. • P.O. Box 7501, Lafayette, IN 47903 • (317) 423-6011

NBD Bank, N.A.
437 South Street
Post Office Box 780
Lafayette, Indiana 47902
Phone 317-423-8022

March 7, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, IN 47901

Dear Jim:

The Greater Lafayette community is very excited about the progress of Railroad Relocation which has been a top community priority for over two decades. Your personal efforts have been outstanding and as we celebrate the finish of Phase 4, it is extremely important that funds be provided to finish the final phase.

This project will be a most positive change in our communities of Lafayette and West Lafayette with the biggest benefits coming in the final segment. In this segment, 24 grade crossings will be removed bringing the overall project total to 42 crossing eliminated.

It is extremely important that the program authorization which began the project (Federal Aid Highway Act of 1973, Section 163, as amended) be extended through fiscal year 1997 and that funds be appropriated to finish the fifth and final segment of Lafayette Railroad Relocation.

Thanks again for all you have done for this project. Please let me know if I can be of further assistance.

Sincerely,

David H. Howarth

DHH:pk

Subsidiary of NBD Bancorp, Inc.

GORDON J. KINGMA
5621 ROSEBERRY RIDGE
LAFAYETTE, INDIANA 47905

March 8, 1994

Honorable James F. Riehle, Mayor
City of Lafayette
Lafayette Railroad Relocation Office
10 S. Second Street
Lafayette, IN 47901

Dear Jim,

Finally, after many years of intensive efforts by you, community citizens, county, state and federal government representatives, the residents of Greater Lafayette and of Tippecanoe County are beginning to appreciate the early benefits of relocating railroads throughout the city.

And now that we are on the verge of actually moving tracks and re-routing rail traffic into a brand new corridor, we hope you can successfully represent us in your quest for complete and final appropriation of funds to finish the fifth and final segment of the project.

Past support of Congress has been exceptional and we sincerely offer you our total endorsement as you meet with current Congressional committees.

We have all worked long and diligently to bring Railroad Relocation to a positive conclusion. Now that we can envision the total benefits of eliminating all 42 grade crossings in our community, we are more than eager to see this project concluded.

Sincerely,

Gordon J. Kingma

GJK:ejg

Lilly

Eli Lilly and Company

Tippecanoe Laboratories
P.O. Box 685
Lafayette, Indiana 47902
(317) 477-4300

March 11, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, Indiana 47901

Dear Mayor Riehle:

Jim, Liz Solberg informed me that you will be traveling to Washington, D.C. to testify regarding additional funding to complete the Lafayette Railroad Relocation project. As a major employer in the community of over 1300 employees, I feel railroad relocation dramatically enhances travel time to and from work and is vital to the continued growth of the greater Lafayette area. It is my desire to go on record that I, as well as the community, am committed to completing the project.

It is my understanding that four of the five segments are either finished or under way and that partial funding has been provided for the last segment. You have my strong support in the requesting enough funds to finish the project, because the biggest benefit comes with construction of the final segment (Segment #5 - N&W Relocation).

I personally commend you, Jim, in your 'VISION' in the 1970's of railroad relocation and the productive use of federal funding in the achievement of this vision. Good luck in your upcoming visits to Washington to obtain additional funding.

Sincerely,

Jim Kleck

Jim Kleck
Plant Director

JK:cjk

1994 March 08

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, IN 47901

Dear Jim,

I'm sorry I am not going to be able to attend this year's Federal Task Force visit to Washington because of some prior commitments. However, there is a topic that will be discussed dealing with the Lafayette Railroad Relocation project which not only myself, but the Lafayette community has a great interest in.

I believe the support from the federal government is essential on this project to continue to provide the opportunities for further growth with regard to the Lafayette community and particularly the downtown location. I am aware, in talking with many community leaders, of their strong commitment to the project that is certainly supported by the Lafayette Chamber and our state representatives. The project is urgently needed to relieve some of the infrastructure pressures on the Lafayette community.

Since I cannot personally express my views on this trip, I ask that you include this letter as part of your congressional testimony when you seek funding to finish the Lafayette Relocation project.

Good luck, and thanks for a great job as mayor.

Best regards,

Dick

Richard A. Kocerha
President
Extrusion/Tube System

Great Lakes
Chemical Corporation

P. O. BOX 2200 · HIGHWAY 52 N. W. · WEST LAFAYETTE, IN 47906 · PHONE: 317-497-6100 · FAX: 317-497-6234 · TELEX: 27-2488 · CABLE: GLAKCHEM LAFAYETTE

ROBERT B. McDONALD
Senior Vice President

March 8, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, IN 47901

Dear Jim:

Going across town the other day, I was delighted to see the progress which is being made on our railroad relocation project. Things seem to be moving along very well and I know the community is anxiously awaiting completion of this much-needed improvement.

We at Great Lakes have always felt this project was probably one of the most highly desirable initiatives for this area, primarily from a commercial standpoint. Our community is growing very rapidly and if we are to continue to attract the larger, viable manufacturers and businesses, we certainly need to ensure that our Railroad Relocation Project secures the necessary funding to reach completion as soon as possible. This is important to our community and it has taken us almost 25 years to get to where we are today.

From what I understand, current funding has provided for four of the five segments of this ambitious plan, but that you are presently requesting that funds be provided to complete segment 5.

Jim, Great Lakes, a Fortune-500 international company, strongly stands behind you on this and if there is anything we can do to support your application for additional federal funding through the New Surface Transportation Bill, we will be glad to be of assistance.

The community is committed to completing the project and we cannot let this slip by us now. We need this funding, and I hope you can be persuasive in convincing the various Members of Congress to authorize these needed appropriations in the future.

Kind regards and good luck.

Sincerely,

Robert B McDonald

Robert B. McDonald
Office of the President

RMB:mkd

kirby risk supply co.
1815 Sagamore Parkway N., PO Box 5089, Lafayette, IN 47903 (317) 448-4567

James K. Risk, III
President

March 7, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, Indiana 47901

Dear Jim:

Having been actively involved in Railroad Relocation since the early 1970's, I would like to once again express my compliments to you and all of those concerned for the continued progress of this important project.

I am continually impressed by our community's incredibly strong commitment to the project and encouraged by the broad support from all segments of the Greater Lafayette area.

It is my understanding that you and other community leaders will be going to Washington to seek the necessary funding to finish the project and that you will be presenting testimony to Congress. I wanted to officially offer my support and encouragement and ask you to express my appreciation to the appropriate members of Congress.

Lafayette has every reason to be proud of the efficient use of the federal funds that have been made available for this relocation project.

As we mark the completion at four segments, it is critical that we receive the necessary funding to allow us to finish the project....especially after coming this far since the early 1970's and the biggest benefit to the public comes with the construction of the final segment.

Once again, my compliments and appreciation to you and all of those involved in the Lafayette Railroad Relocation Project.

Sincerely,

Jim

JKR III;jl

WABASH RIVER PARKWAY COMMISSION

Lafayette *West Lafayette* *Tippecanoe County*

March 7, 1994

The Honorable James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, IN 47901

Dear Mayor Riehle:

The Wabash River Parkway Commission was established by interlocal agreement to survey community needs, coordinate with local governments, and achieve community consensus on local recreational and developmental goals for the Wabash River and adjacent lands. Commission members include: president of the Tippecanoe County Commissioners; president of the County Council; mayors of both Lafayette and West Lafayette; president of Lafayette Board of Parks and Recreation; president of Tippecanoe County Board of Parks and Recreation; president of West Lafayette Board of Parks and Recreation; and, representatives of Purdue University, Greater Lafayette Chamber of Commerce, Greater Lafayette Convention and Visitor's Bureau, Tippecanoe County Farm Bureau, Tippecanoe Arts Federation, Tippecanoe Historical Association, Tippecanoe County Area Plan Commission, the local chapter of the Audubon Society, and the League of Women Voters.

The Commission has reviewed the progress of Lafayette Railroad Relocation and has worked directly with the project manager, Elizabeth Solberg, and her staff to establish common community goals and coordinated planning efforts. Presently, the United States Corps of Engineers is preparing final plans for a recreation walking/bicycle trail which will be constructed in conjunction with the final phase of Railroad Relocation. The Indiana Department of Natural Resources has already funded this portion of the parkway. The National Park Service is actively studying the entire length of the Wabash Corridor to propose additional projects and funding for its development, instigated by the work of the Wabash River Parkway Commission in Tippecanoe County.

Recognizing the value of these efforts, the Indiana State Legislature established a state-wide Wabash River Heritage Corridor Commission to recognize, prioritize, preserve, and develop the entire river corridor. A critical element in the river master plan is the portion in Tippecanoe County which cannot be completed until the final phase of Railroad Relocation is constructed.

As president of the Wabash River Parkway Commission, I strongly urge you to request the funding for the fifth and final segment. We are very appreciative of the federal funding which has provided the planning and construction to date. Without these funds, we would not have been encouraged to dream and plan as we have. The entire Greater Lafayette community has responded positively as evidenced by a growing number of individuals and organizations willing to be involved in our community planning. As a result, our Wabash River project is only one of many community issues which will not be able to proceed until the final Lafayette Railroad Relocation phase is complete.

Thank you for all of your efforts on behalf of the Wabash River Parkway.

Yours very truly,

Thomas R. Schmenk, President
Wabash River Parkway
Commission

dm

BANK ONE

BANK ONE, LAFAYETTE, NA
Post Office Box 380
Lafayette, Indiana 47902
317 423-0300

March 8, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, IN 47901

Dear Mayor Riehle:

Bank One, Lafayette continues their support of the City of Lafayette in completing the Lafayette Railroad Relocation Project. With four of five segments completed or under construction and the strong support at local, state and federal levels, we must continue our quest for completion of the Project. Completion of the final segment will bring the total number of crossings eliminated to 42. This will be of great importance to our community. We urge you to request an extension for 1995-1997 of the program authorization and to secure federal funding to complete this Project.

Sincerely,

Joseph H. Seaman
President & CEO

SHOOK COMMERCIAL/ INDUSTRIAL REAL ESTATE
THE SHOOK AGENCY, INC. 427 Main Street
Lafayette, Indiana 47901
(317) 742-1400
FAX (317) 742-7505

March 9, 1994

Mayor James Riehle
City Hall
20 N. Sixth Street
Lafayette, IN 47901

Dear Mayor Riehle:

I am writing in support of your congressional testimony to insure funding to complete the final phase of Railroad Relocation in Lafayette. When you, and we, embarked on this journey in the 1970's, it was with full knowledge that it would be a long and arduous task but now the end really is in site. With continued congressional momentum to fund the final contract, the dream will become a reality.

What has been accomplished to date could not have happened without almost unanimous support in Lafayette and the unstinting bipartisan assistance of our senators and representatives through the years. The project, even more important to the cities today than at its inception, could not have progressed without federal funding and I fervently hope it will be continued in the new bill. With the growth Lafayette and West Lafayette are experiencing the total program is vital.

With every good wish for your success, I am

Sincerely,

James C. Shook

JCS/lmc

THE CHAMBER

March 1, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, Indiana 47901

Dear Mayor Riehle,

We would again like to express support for the Lafayette Railroad Relocation Project. As you know, the Greater Lafayette Chamber of Commerce has been a long time advocate of this program because of its impact on public safety and quality of life in the Greater Lafayette community.

In your efforts to get an extension of authorization and the appropriation of funds to complete the Project, we hope it is abundantly clear to the Members of Congress that this is a local program which has strong support from all segments of the community. We have also received tremendous support from the State of Indiana under two Governors of different political affiliation.

We have completed so much of this project, it would be a terrible waste if we could not bring about its total fruition. This is a top community priority which should be finished. And in that this is the final phase of the project, we continue to strongly support your effort to obtain funding for Lafayette Railroad Relocation Project.

When the Chamber's Federal Government committee travels to Washington in April, this will be one of the messages which we will be carrying to our Congressmen.

If we can be of further help, please contact me.

Sincerely,

E. Dana Smith
President

P.O. Box 348
Lafayette, Indiana 47902-0348
Phone: 317-742-4041 • Fax: 317-742-6276

Lafayette Neighborhood Housing Services, Inc.
P.O. Box 252
Lafayette, IN 47902
317/423-1284

March 3, 1994

NeighborWorks

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, Indiana 47901

Dear Mayor Riehle:

This letter is being written on behalf of Lafayette Neighborhood Housing Services, Inc. to indicate our strong support for the completion of the Railroad Relocation Project. It is our understanding that the community is now seeking authorization extension of the program that began the project and then appropriations to finish the fifth and final segment.

As a not-for-profit organization dedicated to the stabilization of older neighborhoods in Lafayette (many of which are impacted by Railroad Relocation), we have been especially interested in the project. We sincerely appreciate the awareness of the need to preserve existing housing as well as the character of the neighborhoods which was shown in the plans.

In addition, relocation of the railroads which now pass through low-income neighborhoods will eliminate a serious safety hazard and increase the likelihood of renovation of the existing homes in those areas. For these reasons, we feel that the final segment is, of course, the most crucial and are quite anxious to see the project completed.

When you are in Washington to ask for additional funding, please convey our gratitude for the past federal funds and express our urgent desire to see the final segment of the plan implemented.

Do not hesitate to contact our office if we can provide any additional support for the project.

Sincerely,

Patricia E. Stephenson
Executive Director

ADVISORY BOARD:

Joseph A. Bonner
President & CEO
Lafayette Bank & Trust Company

David L. Francis
President & CEO
NBD, N.A.

Brud R. Meyer
Retired
Eli Lilly & Company

Honorable James F. Riehle
Mayor
City of Lafayette

Joseph H. Seaman
President & CEO
Bank One, Lafayette, N.A.

Erik D. Spykman
Partner
Stuart & Branigin

Robert M. Whitsel
President
Lafayette Life Insurance Company

The Huntington National Bank of Indiana
101 North 4th Street
Lafayette, Indiana 47901

317 423 2525

Huntington Banks

March 7, 1994

Mayor James F. Riehle
City of Lafayette
20 North 6th Street
Lafayette, IN 47901

Dear Jim:

I would like to lend my support to your testimony regarding the crucial need for funding to complete the final phase of Lafayette's railroad relocation project, and it will be a pleasure to accompany you to Washington this spring to make that case personally to our congressional delegation.

This project is not only immensely important to the community, but over the last twenty years has demonstrated an ability that many programs involving federal dollars have not. Every phase of this project has come in under budget. In addition, common sense would indicate that you don't spend as much as the government has and then stop with the last and most important dollars. With the project about to prove its worth, I would ask that you expend what energy is necessary to include the funding of this project in the new transportation bill. As a fellow community leader, I can testify as to the immense community support that exists for this project.

Lafayette has spent the last twenty years doing what many thought impossible. We have brought together government, business, industry, and the railroads to produce a working relationship that has proved essential to the continued well-being of the community. This project urgently needs to be completed, and the only way, is for all of these entities to follow through on the promises they have made to the community. You have my support in this effort.

Sincerely,

Elbert R. Strain

Elbert R. Strain, Vice Chairman
The Huntington National Bank
of Indiana

GREATER Lafayette INDIANA
CONVENTION & VISITORS BUREAU

301 FRONTAGE ROAD
◆
P.O. BOX 5547
◆
LAFAYETTE, INDIANA
◆
47903
◆
317/447-9999
◆
FAX 317/447-5062
◆
800/872-6648

March 8, 1994

The Honorable James F. Riehle
Mayor, City of Lafayette
Big Four Depot
10 South Second Street
Lafayette, IN 47901

Dear Jim:

The Greater Lafayette Convention and Visitors Bureau Board of Directors continues to support Railroad Relocation, it is a top community priority and has been for over two decades. With four of five segments completed or under construction the biggest benefits will come in the final segment. In the Norfolk Southern Relocation, 24 grade crossings will be removed making it much easier and safer for visitor traffic and motorcoach drivers to get around our community. Greater Lafayette has over a million visitors to the community each year most driving their own vehicles. Railroad Relocation with the final segment completed will have eliminated 42 railroad crossings, making the roads safer for all who drive on them.

The historical preservation of the Big Four Depot along with the safer and better access to our downtown are important issues to tourism in Greater Lafayette. The recreational aspect, along with the inter modal linkage, makes it even more exciting.

Best of luck and continued success with this project.

Sincerely,

Joann L. Wade
Executive Director

The Lafayette Life Insurance Company
TRADITION OF EXCELLENCE
ROBERT M. WHITSEL
PRESIDENT
1905 Teal Road - P.O. Box 7007
Lafayette, Indiana 47903
(317) 477-7411 FAX (317) 477-6577

March 8, 1994

Mayor James F. Riehle
City of Lafayette
10 South Second Street
Lafayette, IN 47902

Dear Jim:

I want to again offer my wholehearted support for the Lafayette Railroad Relocation Project. I know of no other significant project that has garnered the endorsement of the entire community, even including property owners whose residence or business has been taken in order for Railroad Relocation to proceed.

This community support is the result of an observed need to be served by the project, namely, to remove railroad traffic from the middle of the downtown business district as well as the many grade crossings throughout the city. Completion of Railroad Relocation is vitally needed.

Much progress has been made since this project was undertaken many years ago. We are now approaching the final completion phase which will relocate two Norfolk and Western mainlines from the downtown area into a new rail corridor and eliminate twenty-five grade crossings. To not receive funding for this purpose would greatly dilute the value of the investment made thus far, as well as remove the primary community benefit the project was designed to achieve.

I know that you and other community leaders are going to Washington, D.C. to seek additional funding to complete the project. I certainly support your request for enough funds to finalize Lafayette Railroad Relocation.

Best wishes in your continued endeavors.

Very truly,

R. M. Whitsel

RMW/maz

SUBARU-ISUZU AUTOMOTIVE INC.

5500 State Road 38 East Post Office Box 5689 Lafayette, Indiana 47903
Phone 317-449-1111 FAX 317-449-6952

March 9, 1994

Honorable James F. Riehle
Mayor, City of Lafayette
10 South Second Street
Lafayette, IN 47901

RE: Lafayette Railroad Relocation

Dear Mayor Riehle:

It is my understanding that you will soon be testifying before the Surface Transportation Subcommittee of the House Public Works and Transportation Committee and also the Transportation Committee of the House Appropriations Committee regarding the Lafayette Railroad Relocation Project. On behalf of Subaru-Isuzu Automotive Inc., I am writing to re-affirm our support for this project.

In addition to creating safer traffic and pedestrian patterns in Lafayette, the railroad relocation project is vital to economic growth in Tippecanoe County. Since a large quantity of the vehicles produced by SIA are shipped to national and regional distribution points by rail, we are very aware of the delays that can result from railroads passing through heavily populated urban areas. Clearly, the relocation of the railroad to more suitable routes has a very beneficial impact on the flow of goods in interstate commerce.

The impressive progress that has been made to date in the railroad relocation project was made possible through strong support from local businesses and civic leaders, as well as strong bi-partisan support from local, state and federal public officials. We sincerely hope this support will continue, so that the railroad relocation project can be successfully completed. In this regard, we join you in urging Congress to extend the program authorization through fiscal year 1997 and to appropriate the necessary funds to finish the critical final segment of the project.

Very truly yours,

K Utada

Katsuya Utada
Executive Vice President
and Chief Financial Officer

Ku/wmo

Exhibit C: CONSTRUCTION SEGMENTS

Construction Segments

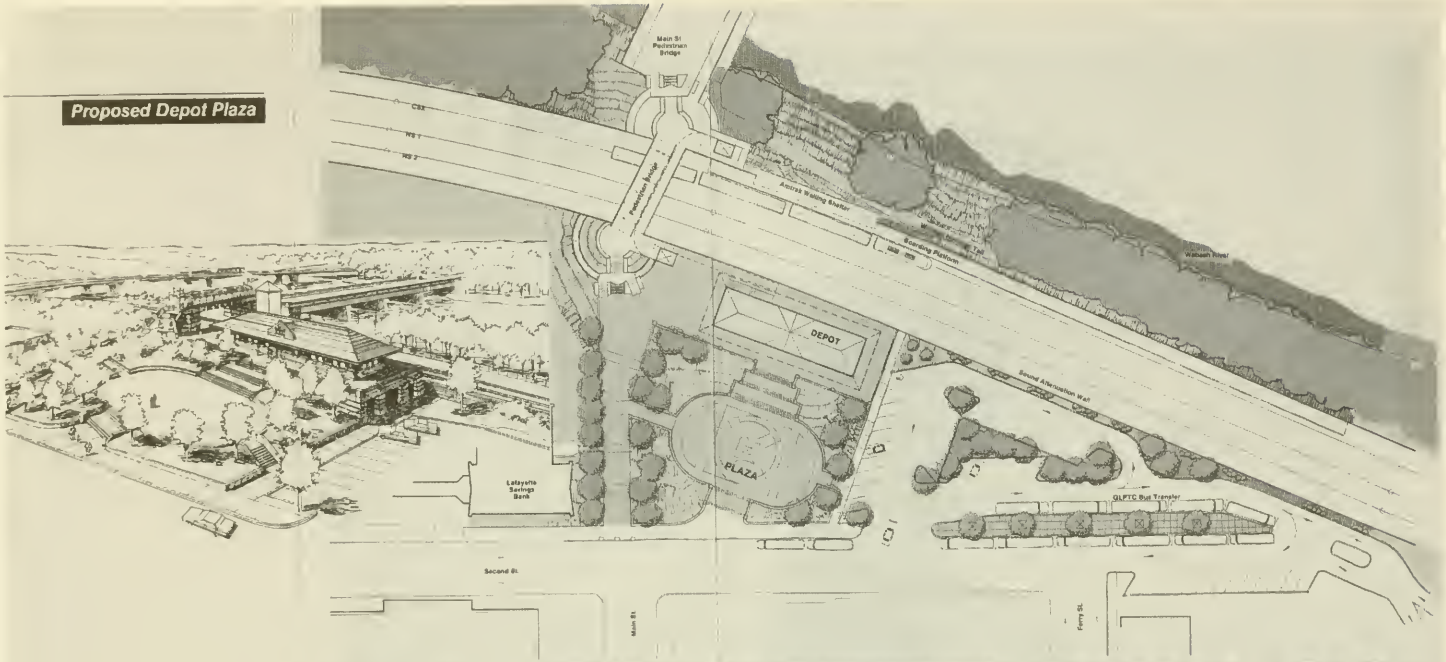
Old Big Four Depot, Current Railroad Relocation Project Office

Photo Courtesy of Tippecanoe Co. Historical Assoc.

LAFAYETTE RAILROAD RELOCATION

March 1993

Proposed Depot Plaza



The Depot Plaza is being developed as part of Segment #4 of the Lafayette Railroad Relocation Project to resolve many issues raised by relocating the tracks to the Downtown Business District.

The Big Four Depot will be moved to Second Street at Main and will provide mixed-use occupancy for Amtrak, Greater Lafayette Public Transportation Corporation, and other possible functions. Amtrak trains will run on the most westerly railroad track in the new rail corridor.

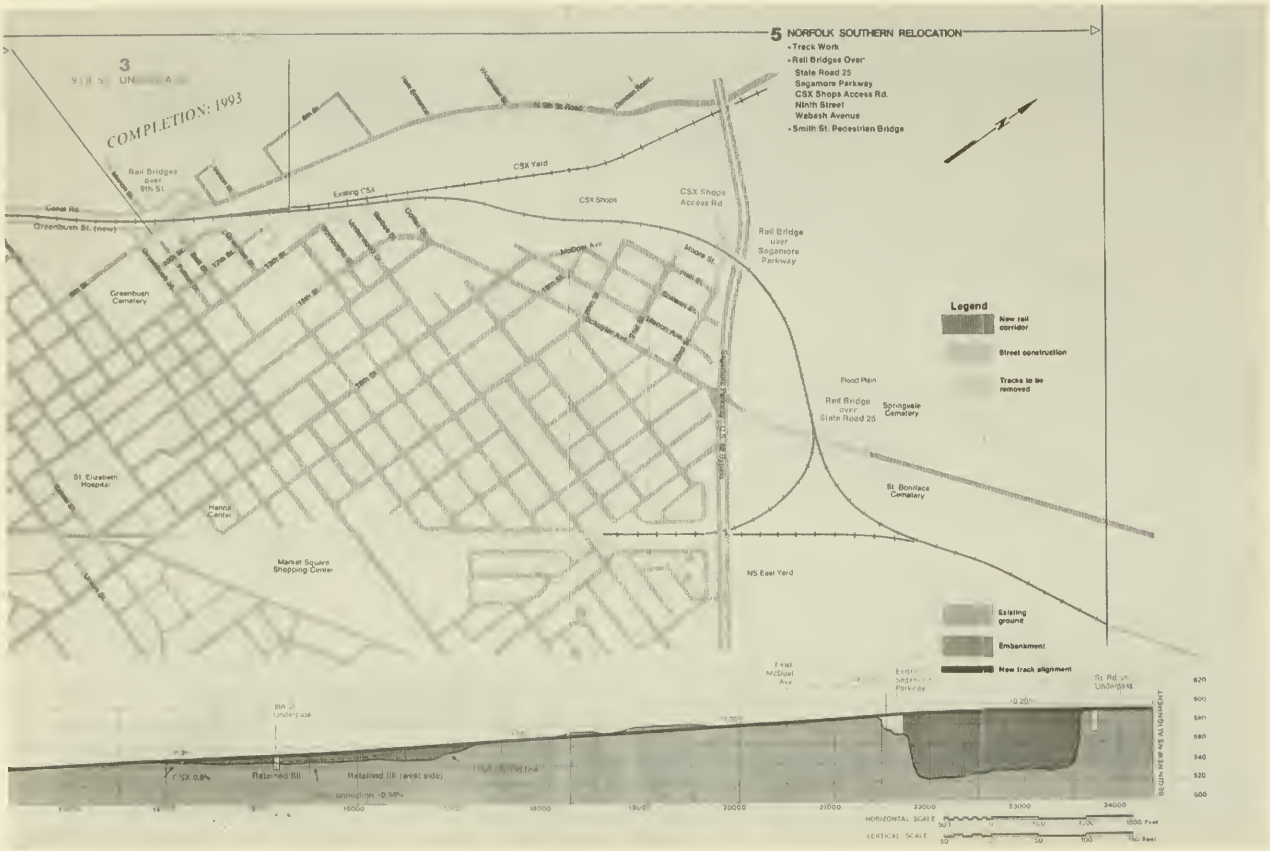
When Depot Plaza construction has been completed, Amtrak passengers will cross above the new rail corridor on an elevated pedestrian bridge which will provide access to the Amtrak waiting shelter on the west side of the rail corridor. The Main Street Bridge urban park, Heritage Trail, and Wabash River will also be accessible from the east via the pedestrian bridge. Elevators will be located on both ends of the pedestrian bridge to provide full accessibility to all levels.

Other features of the Plaza include a brick-paved gathering place and public open space, a fountain, landscaped green space, and a textured concrete wall on the east side of the corridor to provide visual and sound screening from the trains. City buses will load and unload passengers for all routes each half hour just north of the Plaza area, allowing the Plaza to function as an intermodal transportation facility.

The Depot Plaza is essential to the functional success of Lafayette's railroad relocation design, but it will also provide an attractive focal point for the project and for this central city revitalization efforts so important to the community.

CREDITS
Design/Lacy Design
Typesetting/3D Graphics
Printing/Benham Press
Illustration/HNTB

Lafayette Railroad Relocation
Construction Segments
1
WABASH AVENUE UNDERPASS
COMPLETED
2
STATE ROAD 38
REPLACEMENT
BRIDGE
COMPLETED
COMPLETION: 1995
4 CSX RELOCATION
• Primary Contract
Harrison Bridge Approaches
Greenbush Street (new)
New CSX Track
CSX Bridge over Wabash Ave.
• Second Contract
Depot Plaza
Pedestrian Bridge
• Third Contract
Fifth Street Reconstruction
William Digby Park
Harrison Bridge Approaches
South River Rd.
State Rd. 38
Tapawingo Drive
Tapawingo Park
Harrison Bridge
U.S. 231
Main St. Bridge
Pedestrian Bridge
NS Railroad Bridge
Wabash River
Depot Plaza
Court House
Full Bridge over Wabash Ave.
Existing CSX
Existing NS (Delphi Division)
Shamrock Park
Sycamore St.
Wabash Ave.
Queen St.
Williams St.
1st St.
Brown St.
Green St.
Chestnut St.
Seymour St.
Lincoln St.
Smith St. Pedestrian Bridge
Southside Center
Washington St.
Hanover St.
Miller School
4th St.
Kossuth St.
Existing NS (Marion Division)
U.S. 231
Ohio St.
2nd St.
3rd St.
4th St.
5th St.
6th St.
Hanover St.
Union St.
Chestnut St.
Broad St.
North St.
Ferry St.
Main St.
South St.
Alabama St.
Oregon St.
New York St.
Penna St.
Indiana St.
Lincoln St.
Union St.
Broadway St.
Fowler Ave.
Main St. Bridge
Wabash Ave. Underpass
Full Bridge Approaches
3000
4000
5000
6000
7000
8000
9000
10000
11000


5 NORFOLK SOUTHERN RELOCATION
• Track Work
• Rail Bridges Over
State Road 25
Sagamore Parkway
CSX Shops Access Rd.
Ninth Street
Wabash Avenue
• Smith St. Pedestrian Bridge
3
COMPLETION: 1993
Rail Bridges over 9th St.
N 9th St. Road
CSX Yard
Existing CSX
CSX Shops
CSX Shops Access Rd
Rail Bridge over Sagamore Parkway
Greenbush Cemetery
Greenbush St. (new)
Legend
New rail corridor
Street construction
Tracks to be removed
Flood Plain
Rail Bridge over State Road 25
Springvale Cemetery
St Elizabeth Hospital
Hanna Center
Market Square Shopping Center
St Boniface Cemetery
NS East Yard
Existing ground
Embankment
New track alignment
Retained fill
Retained fill (west side)
HORIZONTAL SCALE
VERTICAL SCALE

2986

The Lafayette Railroad Relocation Project. . .

Vitally Necessary to Growth and Development

Studies determined that 30-40 trains delay approximately 13,000 vehicles per day including ambulances, police, fire and 10 of 16 community bus routes. Tracks tri-sect the city and run for 14 blocks down the center of a major downtown street.

All 42 Crossings Eliminated

The project will consolidate 4.2 miles of NS double track, 1.26 miles of NS single track, and 2.6 miles of CSX single track into one conflict-free corridor through the city. Carefully studied alternatives were found to be ineffective or harmful to the area's transportation network. Do-nothing costs are high and perpetual.

Highway Trust Fund Provides Most of the Federal Share.

Gasoline tax money makes deficit impact minimal.

. . . . will prevent crossing accidents.

Lafayette Railroad
Relocation Office
Big Four Depot
10 South 2nd Street
Lafayette, Indiana 47901
317-742-8438

James F. Riehle, *Mayor*

Elizabeth A. Solberg
Project Manager

John P. Morgan-Thomas
Assistant Project Manager

Ramona Lawson
Depot Plaza Coordination

Glenda Vanaman
Accounts Supervisor

Katie McMillin
Special Projects Coordinator

State Road 26 Bridges (Completed 1992)

National Design Award

Lafayette received one of only 17 awards of design excellence selected from 250 entries in the 1981 National Transportation Design Awards Program, co-sponsored by the U.S. Dept. of Transportation and the National Endowment for the Arts. Lafayette was the only railroad relocation project recognized.

Railroad Cooperation

From Norfolk Southern, CSX, and Amtrack

. . . will remove trains from 14 blocks of 5th St.

Strong Public Support

No opposition and many positive comments were expressed at the well attended Design Public Hearing. Thousands of individual and group contacts insured citizen input and responsive plan development in each of these phases.

1969—Initial Studies

1979—Environmental Impact Approval

1981—Design Approval

1984—Final Design

1986—Construction Begins

1987—**Segment #1** Completed
(Wabash Avenue Underpass)

1992—**Segment #2** Completed
(State Road 26 Replacement Bridge)

1992—**Segment #4** Primary Contract Construction Begins
(CFI Relocation)

1993—**Segment #3** Completed
(Ninth Street Underpass)

1994—**Segment #4** Second Contract Construction Begins
(Depot Plaza)

1994—**Segment #4** Third Contract Construction Begins
(Fifth St. Reconstruction)

1995—**Segment #5** Construction Begins
(projected)
(Norfolk Southern Relocation)

1998—**Total Project Completion**
(projected)

. . . will eliminate congestion and delays.

STATEMENT OF MAYOR RICHARD RIORDAN, MAYOR OF LOS ANGELES
PRESENTED TO THE SURFACE TRANSPORTATION SUBCOMMITTEE
MARCH 8, 1994

Mr. Chairman and Members of the Subcommittee, I appreciate the opportunity to have my statement presented today on behalf of those projects which are important to Los Angeles and were submitted to the Committee on January 7, 1994, by Congressman Walter Tucker and Congressman Steven Horn, on behalf of the Los Angeles County Metropolitan Transportation Authority (LACMTA).

As a member of the LACMTA, it our responsibility to plan and program funds for surface transportation projects in Los Angeles, to construct and operate the Metro Rail subway system, the Blue and Green Lines light-rail system, and to operate the bus system. In addition, we currently fund 60% of the costs of operating the MetroLink commuter rail network, which serves the five county Los Angeles-Southern California area.

This agency, the Board of which is composed of elected officials, has the primary responsiblity of planning, constructing and operating a multimodal system designed to move people and goods, in an efficient, cost-effective manner within Los Angeles. Our annual budget for this task exceeds $3.8 billion, with almost $3 billion of that sum dedicated for capital projects.

In our January 7, presentation to the Subcommittee, we request Federal authorization for six projects, the first of which is the Alameda Corridor and, as I will be appearing before the Subcommittee next week (March 15) to testify on this project, I will not discuss Alameda Corridor project at this time.

METRO RAIL RED LINE EASTERN EXTENSION

When the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 was signed into law, the Eastern Extension of the Metro Rail project, Segment three, was in it's early stages of planning, and thus, the costs of this phase were not known. Since that time, alternatives analysis has been completed and a locally preferred alternative has been selected, preliminary engineering has been completed and an Environmental Impact Statement has been prepared and will be submitted to the Federal Transit Administration later this month.

The ISTEA committed $306.4 million for the Eastern Extension, and we have a Full Funding Grant Agreement for that amount. That estimate will not meet the needs of the project, and as a result, we are requesting an additional $241. million in Section 3 funds for the Eastern Extension.

This line, Mr. Chairman, will extend the Metro Rail Red Line system into East Los Angeles, among the most transit dependant areas of

Los Angeles. The residents of this area depend upon mass transit for their commute to work, to school, to shop and for transportation for medical services. In addition, the Eastern Extension of the Metro Rail subway will provide an opportunity to revitalize this area, which is in need of economic development.

UNION STATION GATEWAY PROJECT

The Union Station Gateway Intermodal Transit Center will be the hub of transit services in Los Angeles. This historic facility will be feed by the bus system, accomodating 100 buses every hour, will be a center for the Metro Rail Red Line subway system, the Blue Line light-rail system, and will be the terminus of the MetroLink commuter rail network. In addition, it serves as a hub for AMTRAK service.

Today, we are requesting an authorization of $109.5 million for the Federal share of this $149.5 million project. Of this amount, $28.2 million has already been appropriated by the Congress. Our plans call for a total of $89.5 million from the Section 3 "bus" program.

Construction on the project began in 1993, and completion is scheduled for September 1995.

STANDARD LIGHT RAIL VEHICLE PROCUREMENT

The LACMTA is attempting to encourage domestic manufacturers

to produce rail cars to be used in mass transit systems throughout the United States and the world. As the LACMTA will be a major consumer of rail cars, we would like to encourage industries in the United States to produce these cars. This effort is designed to demonstrate new product development abilities, transfer defense technologies to commercial application, and if necessary, transfer technology to a domestic firm.

We will order 72 standard modular cars, plus 2 prototype cars for a total of 74 light rail vehicles. Thirty-six of these vehicles are eligible for Federal funding, and will be used on the Metro Rail Green line.

The total project cost is $254 million, and we are seeking $18 million in Federal funds, with the remainder being funded with state and local sources.

ROUTE 30 GAP CLOSURE PROJECT

The State of California is requesting $132.3 million for the closure of a 6 mile, grade seperated, six-lane gap in Route 30, the total cost of which is estimated to be $350 million. This project is contained on the National Highway System, as proposed by the State of California and the Department of Transportation. We support this project.

ALTERNATIVE FUEL INITIATIVE BUS REPLACEMENT

In FY 95, the MTA will begin replacing buses with alternative fu-

fuels, and we are anticipating the acquistion of 1,400 buses over a seven year period (200 buses per year), at a total cost of $60. million per year, with 80 per cent of those costs borne by the Federal government. Of our current fleet of buses (2295), 341 use alternative fuels (methanol or liquified natural gas).

With our committment to cleaner air in Southern California, we need to replace a portion of our fleet with clean-burning buses. When fully implemented, 3,000 tons of NOx will be removed from the air by FY 2003, as compared to current emissions levels.

CONCLUSION

Mr. Chairman, I am pleased to submit this statement in support of these projects, and I appreciate your consideration of this request.

Finally, I want to ~~personally~~ thank the Committee and the Members for ~~their~~ your generous and timely support of our community following the January 17 Northridge earthquake. The Federal relief effort has been outstanding, and we are very appreciative of the Congress' and the Administration's assistance to us in this time of need.

Alameda Corridor

Written Testimony

March 15, 1994

Prepared by:

Alameda Corridor
Transportation Authority
6550 Miles Avenue
Huntington Park, CA 90255
213-583-3080

Prepared for:

Subcommittee on
Surface Transportation

•

Committee on Public Works
and Transportation

•

U.S. House of Representatives

Testimony of the Alameda Corridor Transportation Authority before the Subcommittee on Surface Transportation Committee on Public Works and Transportation U.S. House of Representatives

March 15, 1994

SUMMARY

The Alameda Corridor Transportation Authority (ACTA) respectfully requests that the Surface Transportation Subcommittee:

- work with ACTA and its member agencies to identify $700 million in federal funding over the next five years to ensure completion of the Alameda Corridor project by the year 2000. This represents 38 percent of total project costs. The critical need for the next two fiscal years is $170 million.

- increase federal funding for the port access demonstration projects already authorized in the ISTEA of 1991 to 80 percent of estimated project costs. This would raise the federal funding for these projects from the $56.7 million already authorized to $116 million, or an increase of $59.3 million.

- support U.S. Department of Transportation Secretary Peña's request to Congress that Alameda Street, between I-10 and the ports of Los Angeles and Long Beach, be included in the National Highway System.

The Alameda Corridor is the most important intermodal project in California and possibly in the entire United States. The Alameda Corridor will dramatically improve highway and railroad access to the Ports of Los Angeles and Long Beach — the largest seaport complex in the United States and the third largest in the world.

The Ports of Los Angeles and Long Beach represent the gateway to the Pacific Rim, and the Alameda Corridor project will help America compete in the global marketplace. 25 percent of all U.S. waterborne international trade flows through these ports — cargo that is produced or

consumed in all regions of the U.S.A. By 2010, the two ports will generate 5.7 million jobs nationwide, $11.7 billion in state and local revenue, $30.9 billion in federal revenue, and $5.9 billion in U.S. Customs receipts.

The Alameda Corridor project is a "win-win" solution for the economy and the environment. Running 20-miles between downtown Los Angeles and the ports, the project will consolidate the harbor-related operations of three major railroads — Southern Pacific, Santa Fe, and Union Pacific — along a fully grade-separated right-of-way along Alameda Street. The project will eliminate highway-railroad conflicts at nearly 200 grade crossings, thus significantly reducing delays to traffic, reducing air pollution and improving public safety. Improvements to Alameda Street itself will also improve traffic circulation and facilitate trucking to/from the ports.

The total cost of the project is $1.8 billion, including the cost of railroad right-of-way. Of that amount over $1 billion, or 55% of the project's funding, would come from local sources, including the ports, the Los Angeles County Metropolitan Transportation Authority, and revenue bonds supported by the users of ports and the corridor. The total request for federal assistance is $700 million over five years, or 38 percent of total project costs.

ACTA and the ports of Los Angeles and Long Beach are doing everything possible to move this project ahead in a prudent, fiscally-responsible fashion. But they can't do it alone: it requires a strong partnership of state, federal, local, and private interests to succeed.

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY (ACTA)

The basic concept of the Alameda Corridor was adopted in 1984 by the Southern California Association of Governments (SCAG), which is the Metropolitan Planning Organization (MPO) for the six-county Southern California area. In 1989, the Alameda Corridor Transportation Authority (ACTA), was formed to take the lead on design and construction of the project.

ACTA is a joint powers authority. It has a 16-member Governing Board, with representatives from the cities of Los Angeles and Long Beach, the Ports of Los Angeles and Long Beach, Caltrans, the Los Angeles County Board of Supervisors, the Los Angeles County Metropolitan Transportation Authority, SCAG, and the cities of Vernon, Huntington Park, South Gate, Lynwood, Compton, and Carson.

PURPOSE OF THE ALAMEDA CORRIDOR PROJECT

The objective of the Alameda Corridor is to facilitate port access while mitigating potentially adverse impacts of port growth, such as vehicle delays and accidents at grade crossings, traffic congestion, noise in residential areas, and air pollution.

The Ports of Los Angeles and Long Beach — also known as the San Pedro Bay ports — currently handle more than 100 million metric tons of cargo valued at over $116 billion. Rapid growth in Pacific Rim trade will increase tonnage through the ports to nearly 200 million tons by the year 2020.

The challenge facing the ports and the nearby communities is how to manage the ever increasing truck and train traffic to/from the ports. In the year 2010, the ports will generate an estimated 33,000 truck trips and over 70 trains per day. By the year 2020, traffic will increase to nearly 50,000 truck trips and nearly 100 train trips per day. Major improvements to the highway and railroad system serving the ports will be required to accommodate this demand and to mitigate the impacts of the traffic on communities north of the ports. Unless the Alameda Corridor is built, congestion and delay will result in serious economic losses to this nation as we compete in the global marketplace.

MAJOR FEATURES OF THE ALAMEDA CORRIDOR

The corridor is approximately 20 miles long running between downtown Los Angeles and the ports. (See Figure 1.) The project has a highway and a railroad component. The rail element involves consolidating the port-related traffic of three railroads — the Atchison, Topeka and Santa Fe Railway, the Union Pacific Railroad Company, and the Southern Pacific Transportation Company — onto an upgraded right-of-way along Alameda Street. Currently, the three railroads use four separate tracks which cross nearly 200 busy streets between downtown Los Angeles and the ports. This project will eliminate these highway-railroad conflicts, thus easing traffic congestion over a vast area of Los Angeles County.

Land use along the Alameda right-of-way is primarily industrial, and therefore more compatible with heavy freight traffic. This is in contrast to the other tracks which run through predominantly residential areas.

North of State Route 91, the railroad corridor will be depressed; i.e., in a trench about 33 feet deep and 47 feet wide. East-west streets will bridge straight across this trench. South of Route 91, the tracks will be at-grade and east-west streets will be raised above the tracks and Alameda Street. The project will be designed to accommodate future electrification of the rail line.

The highway component involves widening Alameda Street south of Route 91 from four to six lanes. New pavement, signals and left-turn pockets will be installed along the segment of Alameda Street between Route 91 and I-10.

ALAMEDA STREET AND THE NATIONAL HIGHWAY SYSTEM

In a letter dated January 10, 1994 to key members of the California congressional delegation, Secretary Peña said:

> I have had an opportunity to meet with State and local officials to discuss the Alameda Corridor Project, which I consider one of the nation's major intermodal proposals. I am pleased, therefore, to let you know that the recommended NHS, which we submitted to Congress on December 9, includes the entire Alameda Corridor [I-10 to the ports], as requested by the California Department of Transportation (Caltrans) . . . With [congressional] approval, the NHS, with its intermodal links, will be an essential component of our National Transportation System in the 21st century — the key to enhanced mobility, economic development, and competitiveness in the global marketplace.

It is recommended that the Subcommittee on Surface Transportation support Secretary Peña's request to include Alameda Street from I-10 to the ports in the NHS. The purpose of the National Highway System, as identified in the ISTEA, is to "provide an interconnected system of principal arterial routes which serve population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel." (ISTEA of 1991, Conference Report to Accompany H.R. 2950, page 12.)

The Alameda Corridor will provide vastly improved intermodal service to the largest port complex in the United States, and therefore should be included in the NHS. The improvements to Alameda Street, coupled with the elimination of highway-rail grade crossings on the cross streets, will facilitate truck and automobile traffic to/from the ports and to/from the U.S. Naval Station and Navy Shipyard.

PROJECT STATUS AND SCHEDULE

Conceptual design (3 to 5 percent of total design) has been completed. On January 14, 1993, ACTA's Governing Board certified the Environmental Impact Report (EIR), satisfying the requirements of the California Environmental Quality Act (CEQA). A thorough alternatives analysis was conducted as part of the environmental review process. Alternatives included the "No Project" alternative, the Union Pacific route and the Los Angeles River as alternative alignments, and several design options for the Alameda alignment. The EIR identified the Alameda alignment, with a lowered railway between 25th Street and Route 91, as the environmentally superior alternative.

Preliminary engineering is expected to begin in early 1994. An Environmental Impact Statement (EIS), satisfying the requirements of the National Environmental Policy Act (NEPA), will be completed by December 1994. The Federal Highway Administration and the Federal Railroad Administration are joint federal lead agencies for the EIS.

The goal is to begin construction in 1995, and to have the corridor operational by the year 2000. *This is an ambitious schedule. It can only be accomplished with timely financial assistance from the federal government.*

RELATIONSHIP TO STATE AND REGIONAL PLANS

The Alameda Corridor is in the Regional Mobility Plan (RMP) and is a Transportation Control Measure (TCM) in the Air Quality Management Plan (AQMP). Port access improvements have been recognized as high-priority projects in transportation re-authorization legislation in 1982, 1987, and 1991. As a result, several key elements of the Alameda Corridor project have been included in the Regional Transportation Improvement Program (RTIP).

The project is a high priority for the Southern California Association of Governments (SCAG), Caltrans, the South Coast Air Quality Management District (SCAQMD), and the Los Angeles County Metropolitan Transportation Authority (LACMTA). The project has also been unanimously approved by the member cities and agencies of ACTA.

ECONOMIC BENEFITS

Every region of the country will benefit economically from this project. Information on the linkages between the Los Angeles and Long Beach ports to other regions and states — including the names of key exporters and importers — is documented in the report entitled, "The National Economic Significance of the Alameda Corridor". A copy of this report is attached as part of ACTA's written testimony.

Today, 25 percent of all U.S. waterborne international trade depends on the Ports of Los Angeles and Long Beach. The value of trade flowing through the Ports of Los Angeles and Long Beach will reach $253 billion by the year 2010, up from over $116 million in 1990. We are not just talking about imports. As the economies of China and Southeast Asia mature, the San Pedro Bay ports offer a critical, cost-competitive transportation gateway for U.S. exports to this marketplace. As such, the Alameda Corridor can play a critical role in the initiative to improve export competitiveness. And this means jobs for America.

In 2010, the two ports will generate directly or indirectly 5.7 million jobs nationwide, $11.7 billion in state and local revenue, $30.9 billion in federal revenue, and $5.9 billion in U.S. Customs receipts. Impacts on employment and state and local revenue by region of the country are shown in Figure 2. These are impressive statistics, but achieving these economic gains will depend on providing the necessary infrastructure including the Alameda Corridor.

This project is critical to the revitalization of California's economy. Since mid-1990, California has lost 800,000 jobs, with over 200,000 jobs lost in the aerospace/high technology sector alone. One of the few economic bright spots is the projected growth in trade through our ports. Southern California needs to capitalize on this growth partly to compensate for recent economic and social losses. A severe recession continues to plague the state and Southern California. In February, unemployment was 9 percent in the state and 9.7 percent in Los Angeles County, well above the national average of 6.5 percent. The economic problems of the Los Angeles area have

been further compounded by the dramatic downturn in aerospace, a catastrophic 6.8 magnitude earthquake earlier this year, devastating wildfires of 1993 and the civil unrest of 1992. The economic hardship caused by these calamities could be partially alleviated by getting the Alameda Corridor construction program up and running as soon as possible.

The project will generate 10,000 construction jobs between 1995 and the year 2000. Economic recovery is particularly needed in the south-central portions of Los Angeles County through which the project runs. By eliminating grade crossings and improving traffic circulation the Alameda Corridor project will enhance economic development opportunities along the corridor.

ENVIRONMENTAL BENEFITS

Delays at grade crossings will be reduced by 90 percent. Every day, over 15,000 hours of highway traffic delay will be eliminated. The elimination of highway-railroad conflicts at nearly 200 grade crossings in the highly developed Los Angeles area will greatly reduce congestion and improve safety. This will be particularly evident as the train traffic grows from about 29 trains per day currently to 97 trains per day by the year 2020. The widening of Alameda Street south of Route 91 and the highway channelization and signalization improvements north of Route 91 will significantly improve traffic flow along the corridor.

Noise from trains will be reduced by 90 percent due to the consolidation of rail traffic along the predominantly industrial Alameda Street corridor. Noise in the corridor itself will be mitigated by the depressed railway design, sound walls at selected locations, new base material, and the use of continuous welded rail.

The project will reduce air pollution through reduced congestion and delay of trains and vehicles. Due to improved railroad operations and reduced delay, locomotive emissions (mostly NOx) will be reduced by 28 percent. Through the use of state-of-the-art train control systems, double tracking, and the elimination of crossings, railroad speeds will double from 20 miles per hour currently to over 40 miles per hour when the project is completed. Locomotive hours of operation will be reduced by 30 percent and train stoppages (when a train blocks the operation of another train) will be reduced by 75 percent.

Bridges have been designed with enough vertical clearance to allow for future electrification of the rail line. SCAG and the SCAQMD are thoroughly evaluating the viability of various technologies for reducing locomotive emissions, including electrification, liquified natural gas, fuel cells, etc. Although the region has not yet chosen a technology, ACTA will design the Alameda Corridor so as not to preclude electrification or any other strategy for emission reduction.

Safety will be greatly improved through sophisticated train control systems and by the elimination of conflicts at nearly 200 grade crossings.

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STATUS OF RAILROAD NEGOTIATIONS

This project depends on the cooperation and assistance of three major railroads — the Southern Pacific, the Santa Fe, and the Union Pacific. Most of the right-of-way needed for this project is currently owned by the Southern Pacific, although there is also a short segment of track that must be purchased from the Santa Fe. Significant progress has been made with both the Southern Pacific and the Santa Fe on proposed purchase and sales agreements for the needed property. Substantial progress has also been made on negotiations with the three railroads regarding operating principles for consolidated rail operations and user fees. It is expected that these agreements will be finalized shortly.

PROJECT COSTS AND FINANCIAL PLAN

The estimated cost of the project is $1.835 billion. This figure includes all engineering and construction costs, right-of-way, inflation, contingencies and a project reserve. The project will not require additional investments in other infrastructure projects. However, the ports are making significant investments of their own to expand the harbor and to grade-separate rail lines in the immediate port area. These projects, which are needed whether or not the corridor is built, will be funded with port funds only.

The sources of funds for the Alameda Corridor project are shown in Table 1. Funds that have been committed are shown with an asterisk (*).

As shown in the financial plan, nearly 55 percent of the funds would come from local sources. The new federal commitment that we are seeking ($700 million over five years) would be about 38 percent of the total project costs. For this project to be financially viable, a partnership of state, local, and federal governments and the private sector will be necessary.

There will be a substantial private sector contribution to the project, in the form of revenue bonds. As shown in Table 1, the amount of debt financing applied to construction would be $600 million. The actual amount of debt issued may be higher when capitalized interest and other financing costs are included. Debt service for these bonds will be paid through fees (based on cargo volume and rail traffic) collected from the private sector users of the corridor (i.e., railroads) and the users of the ports (i.e., steamship companies).

As shown in Table 1, the project has received $45 million in federal funding from the ISTEA of 1991. In 1993, ACTA competed for additional funds through the LACMTA's "Call for Projects". In this Call, LACMTA combined funds from a variety of sources, including County Proposition C funds (1/2 cent sales tax), state Flexible Congestion Relief (FCR), and the Congestion Management and Air Quality (CMAQ) and Surface Transportation Program (STP) programs of the ISTEA.

The LACMTA ranked the Alameda Corridor very high in the evaluation of alternative projects. The LACMTA awarded the project $8 million in preliminary engineering funds from Proposition

C, and also recommended $34 million in State FCR funds. However, because the State Transportation Improvement Program (STIP) has a $3 billion shortfall, the California Transportation Commission (CTC) decided not to award any new FCR funds this year. The LACMTA also allocated most of the available CMAQ and STP funds to its own bus replacement program and to Caltrans' High Occupancy Vehicle Program.

A federal commitment of $700 million over five years would represent the first pledge of federal dollars for the Alameda Corridor project as a whole and for the Alameda Corridor Transportation Authority as the implementing agency. However, various stand-alone components of the project have been funded through previous federal demonstration funds provided in the Surface Transportation Assistance Act of 1982 (STAA), the Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA), and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). These demonstration projects, all located south of Route 91, include Alameda Street widening and various grade separations. All of the demonstration projects are being administered by the individual jurisdictions involved (i.e., City of Carson, City and Port of Los Angeles, City and Port of Long Beach, the County of Los Angeles, and Caltrans).

These demonstration projects face serious funding shortfalls. The federal authorization for the ISTEA projects is only $56.7 million, although the estimated cost of the projects is $145 million. It is recommended that the federal authorization be increased to $116 million, or 80 percent of the estimated project costs.

PROJECT ELIGIBILITY

All of the highway work, grade separations, and other structures designed to separate highways from the railroad tracks are eligible for federal-aid funds. Caltrans and the U.S. Department of Transportation have included Alameda Street (from I-10 to the ports) in the recommended National Highway System.

WIDESPREAD BI-PARTISAN SUPPORT

There is a strong regional consensus that the project must be built. ACTA's Governing Board unanimously approved the EIR, and there have been no legal challenges to the EIR. The Governor of California, the Honorable Pete Wilson, strongly supports the project. Dean Dunphy, California's Secretary of Business, Transportation, and Housing, and Daniel Fessler, President of the California Public Utilities Commission, also endorse the project.

The following state and federal lawmakers have taken the lead in promoting the Alameda Corridor: U.S. Senator Dianne Feinstein, U.S. Senator Barbara Boxer, Congressman Walter Tucker, Congresswoman Lucille Roybal-Allard, Congresswoman Maxine Waters, Congressman Stephen Horn, Congresswoman Jane Harman, Congressman Xavier Becerra, Congressman Julian Dixon, State Assembly members Martha Escutia, Betty Karnette, and Juanita McDonald. Federal

transportation officials, including Secretary Federico Peña, have also strongly endorsed the project. During a recent visit to Los Angeles, President Clinton stated that the Alameda Corridor was a key national priority.

This project is an excellent example of how government officials at all levels — Republicans and Democrats alike — private business people, and the public can work together cooperatively to plan and implement a major intermodal project that has national and international implications.

CONCLUSION

The Alameda Corridor is a national priority. All regions of the United States will benefit economically from this project. It is truly a "win-win" solution for the economy and the environment. A strong partnership of state, federal, local, and private interests will be required for the project to succeed. This partnership is implicit in the financial plan presented in this testimony (Table I). 55 percent of the project's funding would come from *local* sources. It is recommended that the Surface Transportation Subcommittee help make this project a reality by working with ACTA and its member agencies to identify $700 million in federal funding over the next five years (including $170 million for the next two fiscal years) to ensure completion of the Alameda Corridor project by the year 2000.

It is also recommended that federal funding for the port access demonstration projects in ISTEA be increased from the current authorized level of $56.7 million to $116 million, which represents 80 percent of the estimated project costs.

We also urge you to support Secretary Peña's request to Congress that Alameda Street, between I-10 and the ports of Los Angeles and Long Beach, be included in the National Highway System.

Thank you.

Table 1

Alameda Corridor — Financial Plan
($ Millions)

		% of Grand Total
Local Sources		
Port of Los Angeles *	$200	10.9%
Port of Long Beach *	$200	10.9%
LACMTA (Proposition C) *	$8	0.4%
Revenue Bonds **	$600	32.7%
Total Local Sources	*$1,008*	*54.9%*
State Sources		
Proposition 116 *	$80	4.4%
Total State Sources	*$80*	*4.4%*
Federal Sources		
Economic Development Administration *	$2	0.1%
ISTEA 1991 *	$45	2.5%
New Authorizations	$700	38.1%
Total Federal Sources	*$747*	*40.7%*
Grand Total	**$1,835**	**100.0%**

* Committed Funds
** Applied to construction (excludes capitalized interest and other financing costs)

Figure 1

The Alameda Corridor

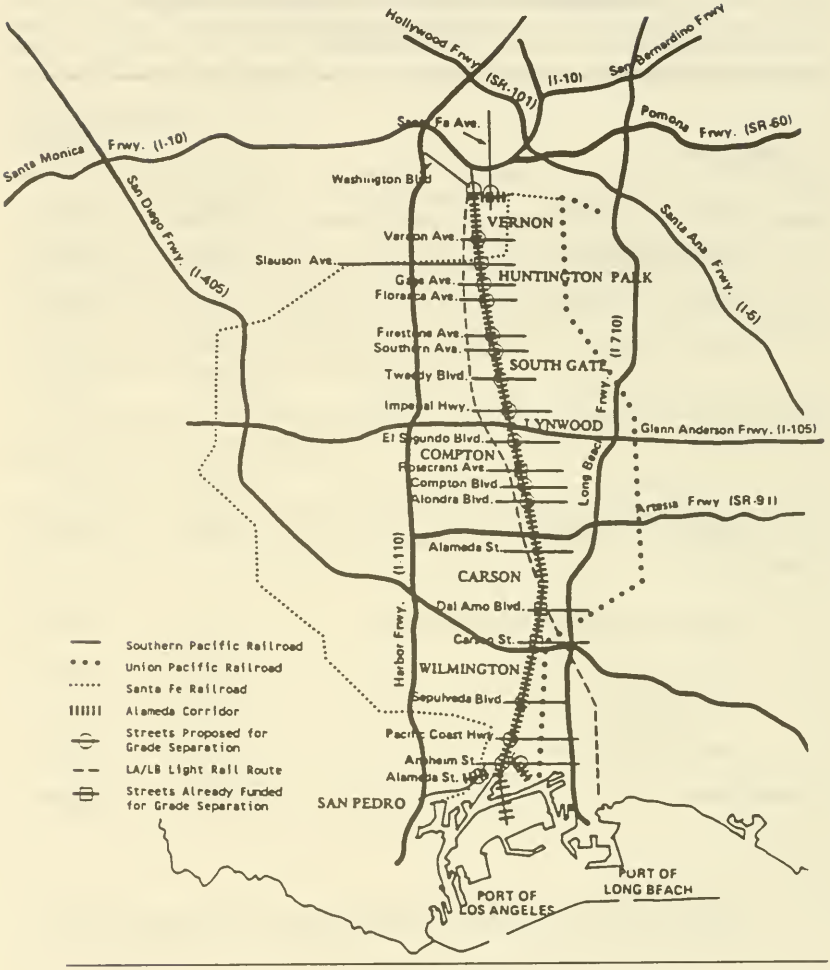

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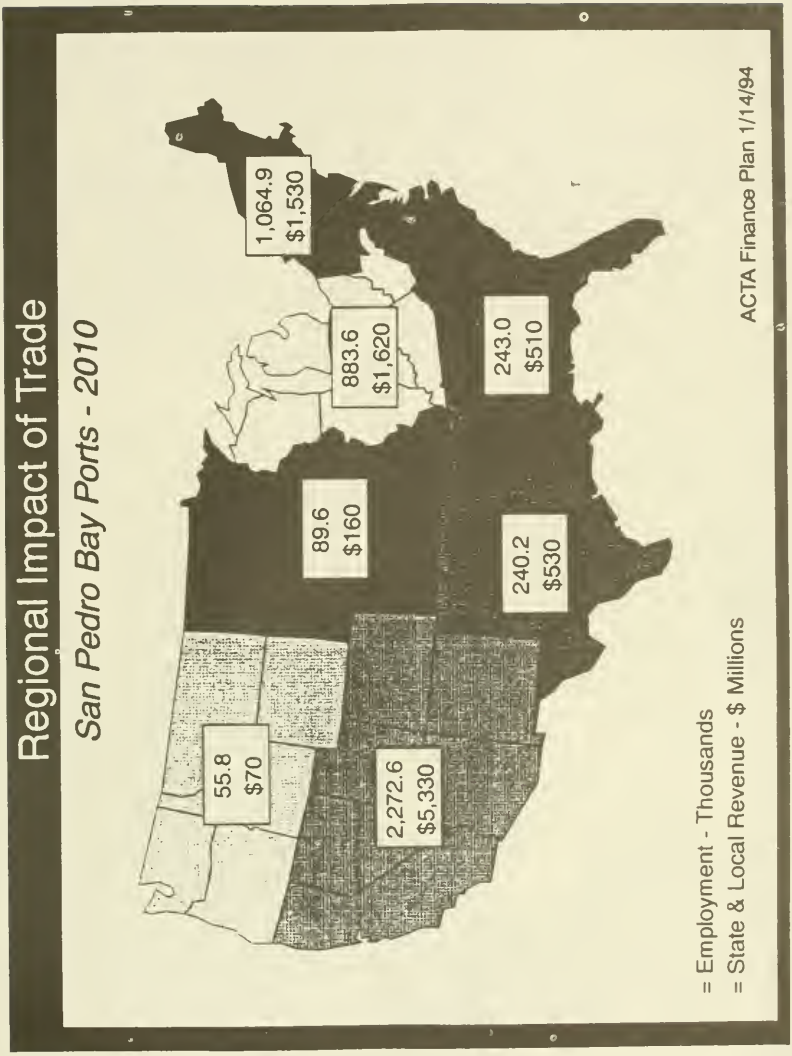
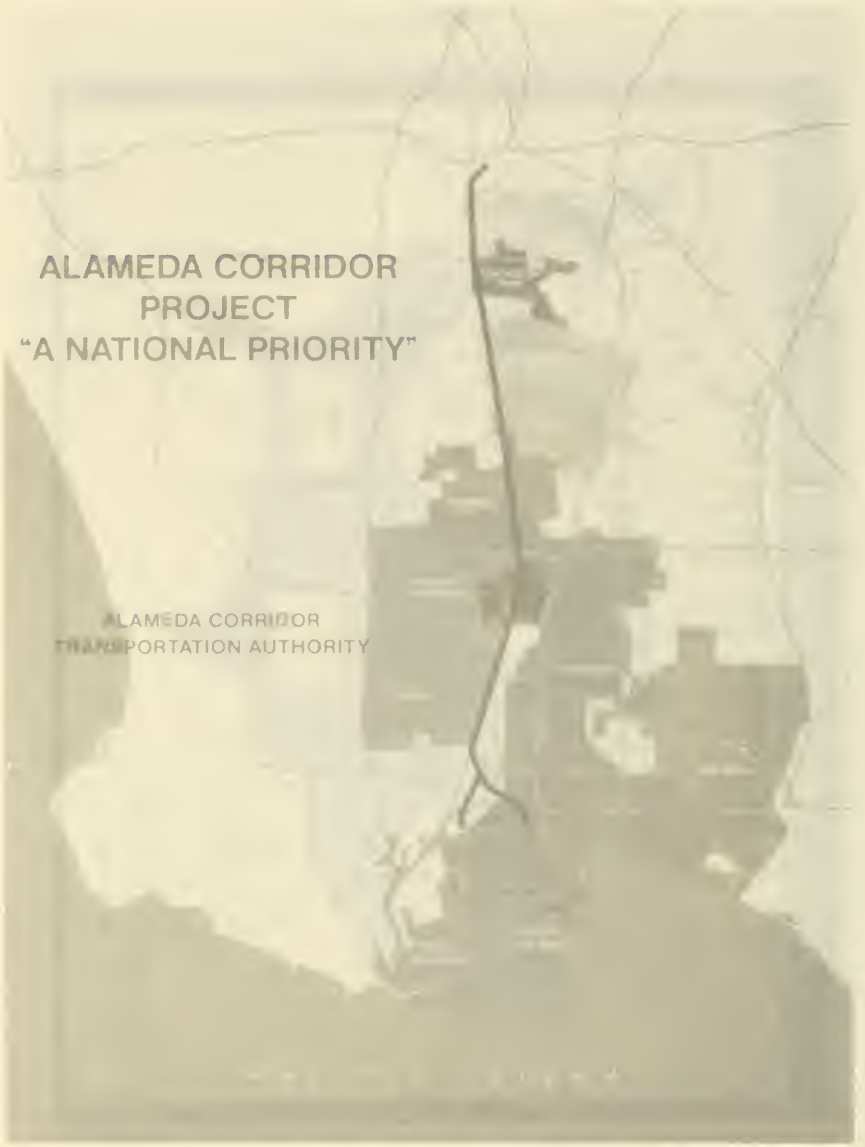
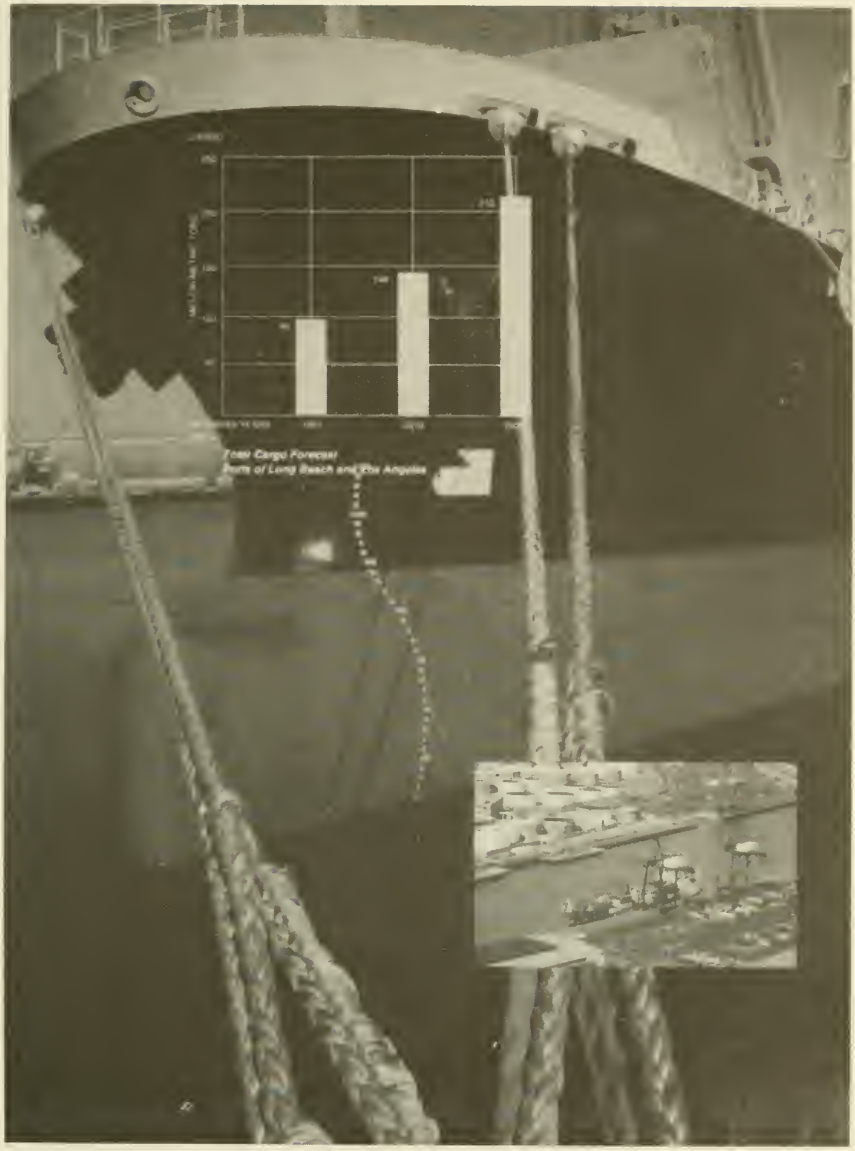
Figure 2


Regional Impact of Trade
San Pedro Bay Ports - 2010
1,064.9
$1,530
883.6
$1,620
89.6
$160
55.8
$70
2,272.6
$5,330
240.2
$530
243.0
$510
= Employment - Thousands
= State & Local Revenue - $ Millions
ACTA Finance Plan 1/14/94


ALAMEDA CORRIDOR
PROJECT
"A NATIONAL PRIORITY"
ALAMEDA CORRIDOR
TRANSPORTATION AUTHORITY


Container Cargo Forecast
Ports of Long Beach and Los Angeles

FORWARD

The Alameda Corridor will dramatically improve railroad and highway access to the Ports of Long Beach and Los Angeles. The two ports comprise the San Pedro Bay Ports, the largest port complex in the United States. The complex is located on the doorstep of the Pacific Rim – the largest and fastest growing marketplace in the world.

As a result of the dedication of the two ports and their staffs and the other members of the joint powers authority that make up the Alameda Corridor Transportation Authority (ACTA), the corridor was developed to consolidate the operations of the three freight railroad carriers into one high-speed, high-capacity corridor. The route, to be constructed along Alameda Street, will include the elimination of all at-grade highway crossings of the railroad, while consolidating 90 miles of branch line tracks into one 20-mile corridor. A distinct improvement to the region will be the elimination of traffic conflicts at nearly 200 at-grade highway crossings of the tracks, saving an estimated 15,000 hours of delay per day for vehicles sitting and waiting to cross as the trains pass. In addition, Alameda Street will be improved to provide better access from the Ports to freeway ramps. In doing so, the Alameda Corridor will accommodate the increase in rail and truck traffic associated with the Ports' growth, while significantly reducing the negative impacts of that growth on the environment and neighboring communities.

The implementation of this program will have far-reaching impacts of national significance for the economic vitality of Southern California and the Nation.

PROJECT OBJECTIVES

- Reduce Highway Traffic Delays
- Improve Safety
- Improve Rail Operations
- Mitigate Environmental Impacts
- Improve Economy
- Maximize Cost Effectiveness
- Minimize Construction Impacts

The 16-member ACTA board determined by consensus that certain objectives would be achieved by the selected plan for the Alameda Corridor.

The Alameda Street route was chosen for the corridor in part because it would:

- Provide convenient connection points with the railroad main lines for travel outside Los Angeles.
- Provide convenient rail connections to the Los Angeles/Long Beach Ports.
- Impact the least number of residents as compared to alternative corridors studied.

Alternate Train Routes	Number of Highway Crossings	Population Within ½ Mile of Tracks
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

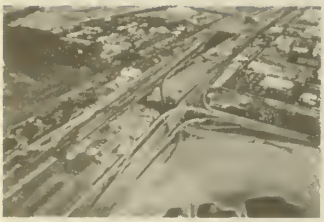
SOUTHERN PORTION (South of Route 91)

Through Cities of:
Carson
Los Angeles
and
Los Angeles County

At Grade Railway

Rail Component

The planned corridor tracks will remain at grade through this southern portion. In order to maintain access to the Dolores Railroad Classification Yard and access to the Intermodal Container Transfer Facility (ICTF), this will also allow the corridor to cross over the Compton Creek. The construction of highway overpasses will eliminate traffic delays at intersections caused by trains.



Cross Tunnel Grade Separation

Highway Component

Alameda Street will be widened from four to six lanes, between SR91 and the ports. East-west streets will be grade-separated from the highway and rail components along Alameda Street.

On Dock Crane Handling of Container

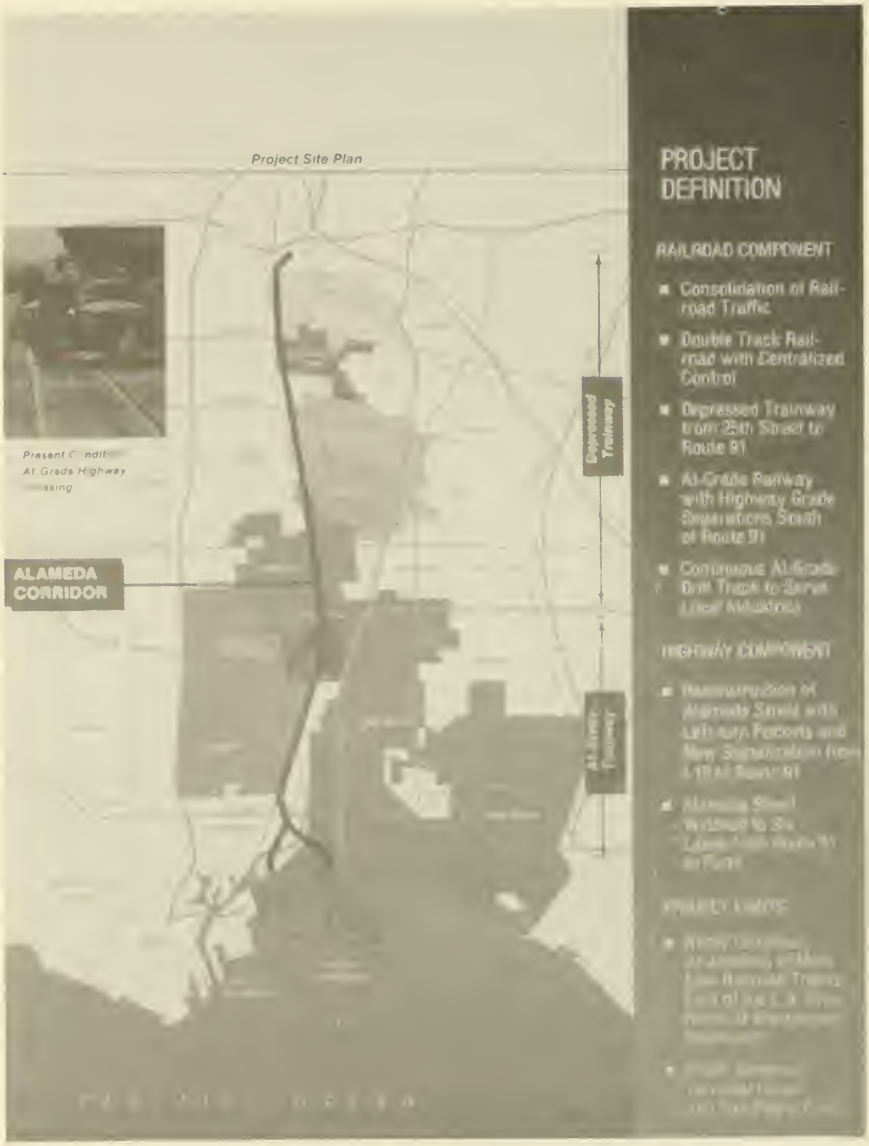
ALAMEDA
CORRIDOR
Alameda Street (Alameda
Corridor) in 21st Century

FRONTIER

SUMMARY OF PROJECT BENEFITS

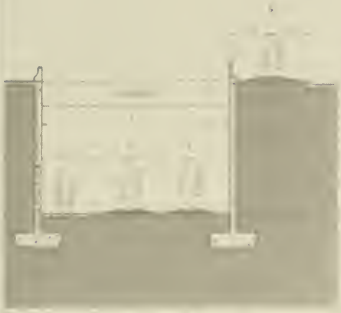
Union Pacific Double Stack Container Train

Rail Cargo is Serving the San Pedro Bay Ports. Southern Pacific Transportation Co., Atchison, Topeka, and Santa Fe Railway, and Union Pacific Railroad


Project Site Plan
Present Condition
At Grade Highway
Crossing
ALAMEDA
CORRIDOR
Depressed
Trainway
At Grade
Trainway
PROJECT
DEFINITION
RAILROAD COMPONENT
Consolidation of Rail-
road Traffic
Double Track Rail-
road with Centralized
Control
Depressed Trainway
from 25th Street to
Route 91
At-Grade Rainway
with Highway Grade
Separations South
of Route 91
Continuous Multi-axle
Drill Track to Serve
Local Industries
HIGHWAY COMPONENT

NORTHERN PORTION (North of Route 91)

Through Cities of:
Los Angeles
Vernon
Huntington Park
Lynwood
South Gate
Compton
and
Los Angeles County



Typical Trench for Depressed below grade highway

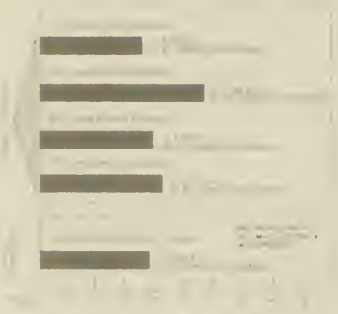
Rail Component

Prospective View of Highway Improvements

77% reduction of track miles

Elimination of conflicts at nearly 200 at-grade highway crossings

State-of-the-art train and traffic control systems



Rail Service Distance from Downtown Rail Yards to Ports

Growth in Truck Service to the Ports

ECONOMIC BENEFITS

The Ports of Los Angeles and Long Beach move the goods that are vital to manufacturers, distributors, and consumers in the Los Angeles area, California, and the Nation. Today about 40 percent of the Ports' container traffic moves by railroad to points across the Nation. This figure will grow to 50 percent within the next decade. Long-range expansion plans of the two ports provide for the overall development strategy necessary for Southern California and the Nation to reap the full economic benefits of the explosive Pacific Rim trade. Combined with the Alameda Corridor project, these development plans will provide

Employment (through the year 2020)
An additional 700,000 local jobs
An additional 2 million jobs nationwide

Construction Jobs
10,000 construction-related local jobs

Development
New business opportunities for the region and better development planning in the local communities along the corridor

ENVIRONMENTAL BENEFITS

The summary of environmental benefits are:

Every day, over 15,000 hours of vehicle delay will be eliminated by consolidating rail traffic and eliminating high way grade crossings.

The construction of the below grade trench track construction on new base material and the use of continuous welded track will help to promote a quieter operation. Also, noise walls will be provided where appropriate to mitigate vehicle noise along Alameda Street in residential neighborhoods and other sensitive areas.

Assisted by state-of-the-art technology in centralized traffic control systems, the double track corridor will reduce the number of trains that have to stop and wait for other trains to pass. Today, when an 8,000 ft. long freight train stops, the engines and related pollution from train and vehicle backups can have a significant impact on the area's air quality. This project will be a key benefit to the cities by eliminating a major contributor of these occurrences.

Train speeds will double and the stoppage and idling of locomotives will be reduced.

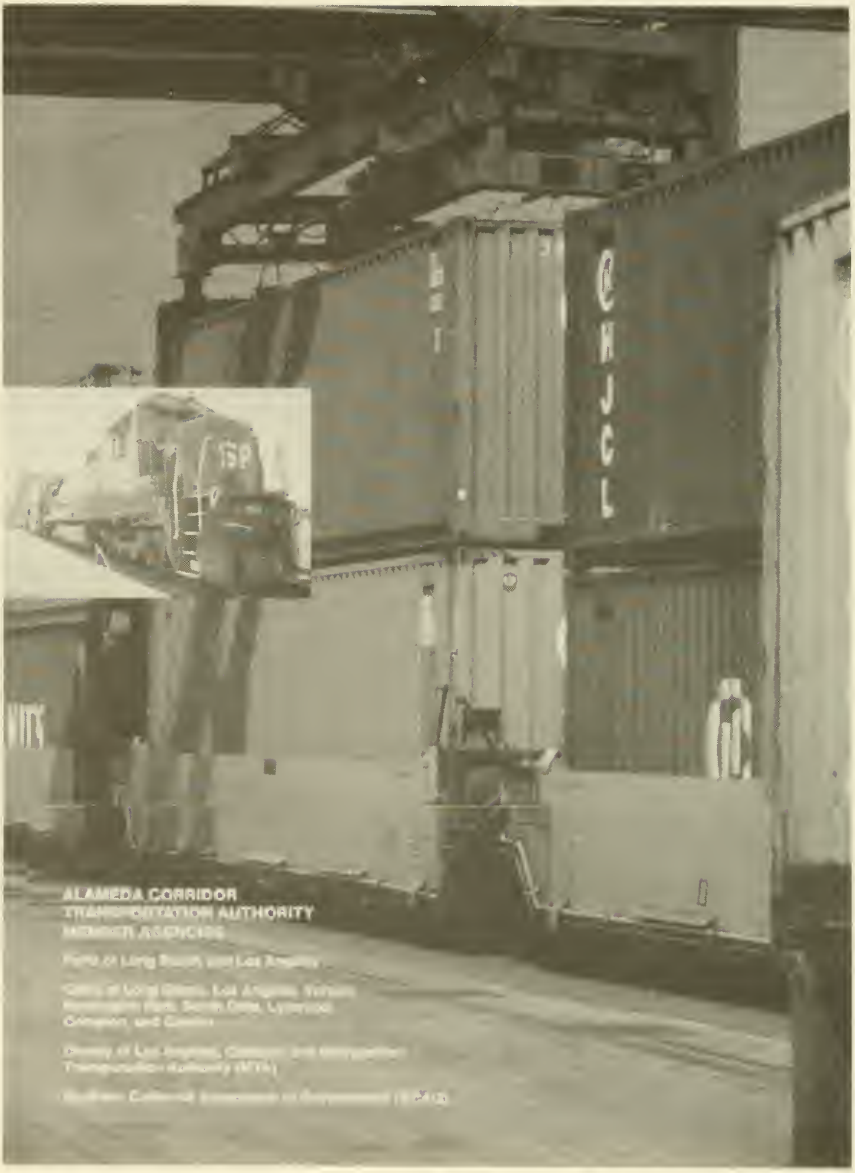
The consolidation of railroad rail facilities after the completion of the project will reduce the truck traffic.

COST AND SCHEDULE

The total project cost is estimated at $1 8 billion This cost includes budgets for design, right-of-way acquisition utility relocations and construction to develop the Alameda Corridor rail and highway improvements

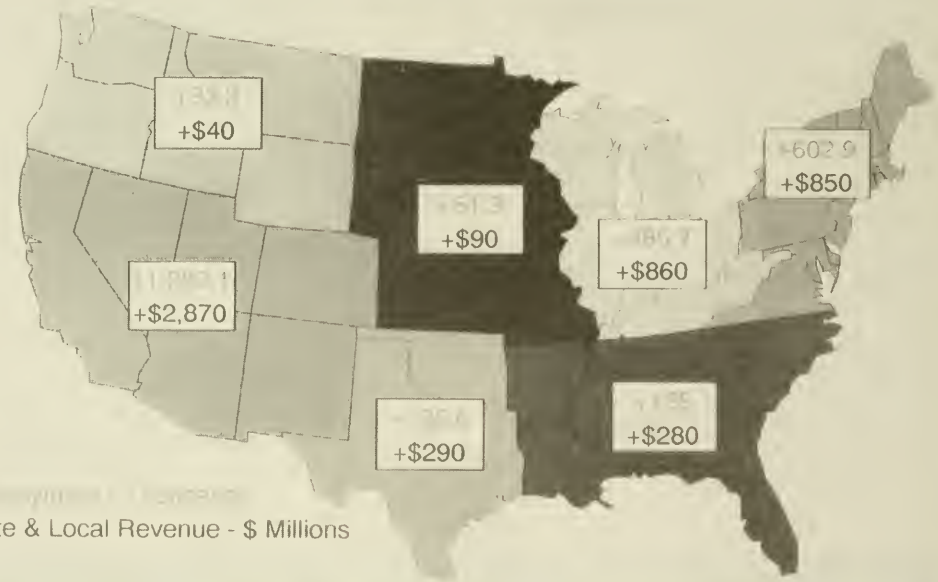
A partnership of federal state, local, and private interests is required to move this project forward A combination of government grants port reserves, and or revenue bonds will be used to address the funding requirements

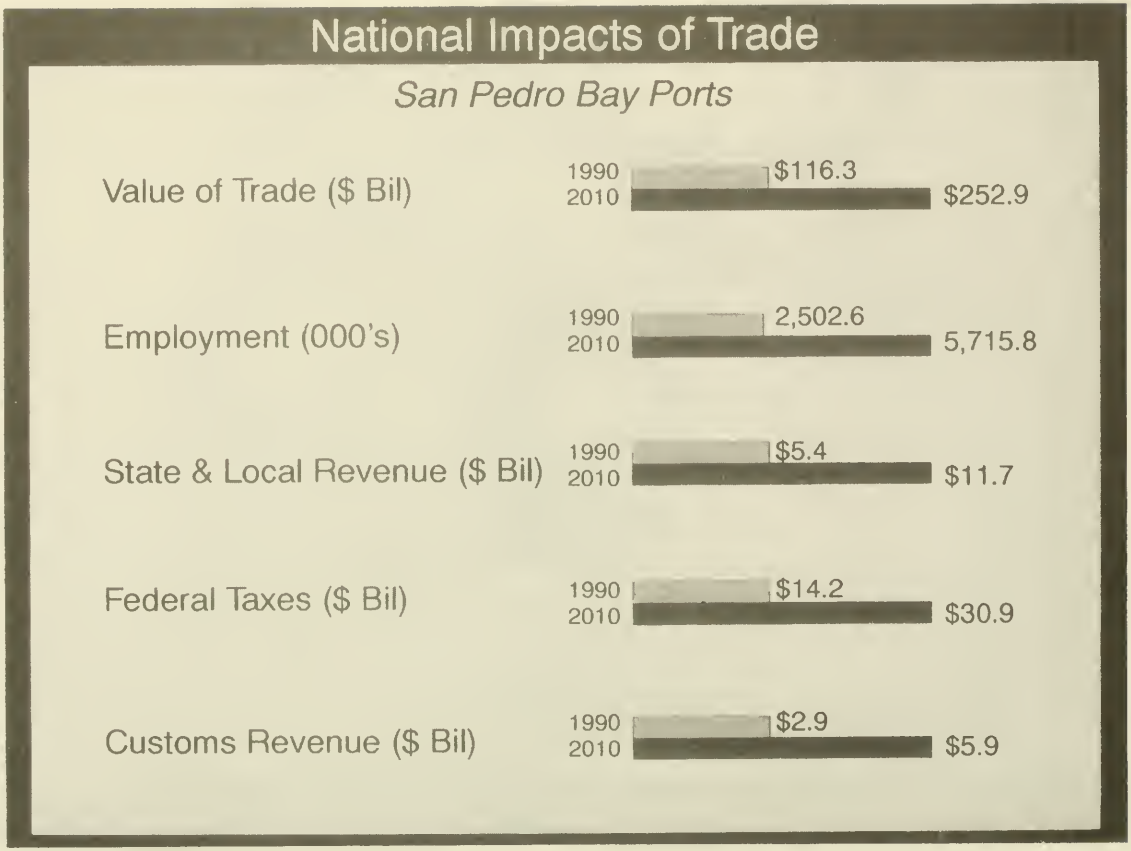
It is anticipated that the corridor will be completed and open for operation by the year 2000


CHJCL
TSP
ALAMEDA CORRIDOR
TRANSPORTATION AUTHORITY
MEMBER AGENCIES
Ports of Long Beach and Los Angeles
Cities of Long Beach, Los Angeles, Vernon,
Compton, and Carson
County of Los Angeles, Caltrans, and Metropolitan
Transportation Authority (MTA)
Southern California Association of Governments (SCAG)

National Impacts of Trade of San Pedro Bay Ports

Growth in Employment and Revenues by Region
1990 to 2010




National Impacts of Trade
San Pedro Bay Ports
Value of Trade ($ Bil)
1990
2010
$116.3
$252.9
Employment (000's)
1990
2010
2,502.6
5,715.8
State & Local Revenue ($ Bil)
1990
2010
$5.4
$11.7
Federal Taxes ($ Bil)
1990
2010
$14.2
$30.9
Customs Revenue ($ Bil)
1990
2010
$2.9
$5.9

3023

March 1994

Overview of Project

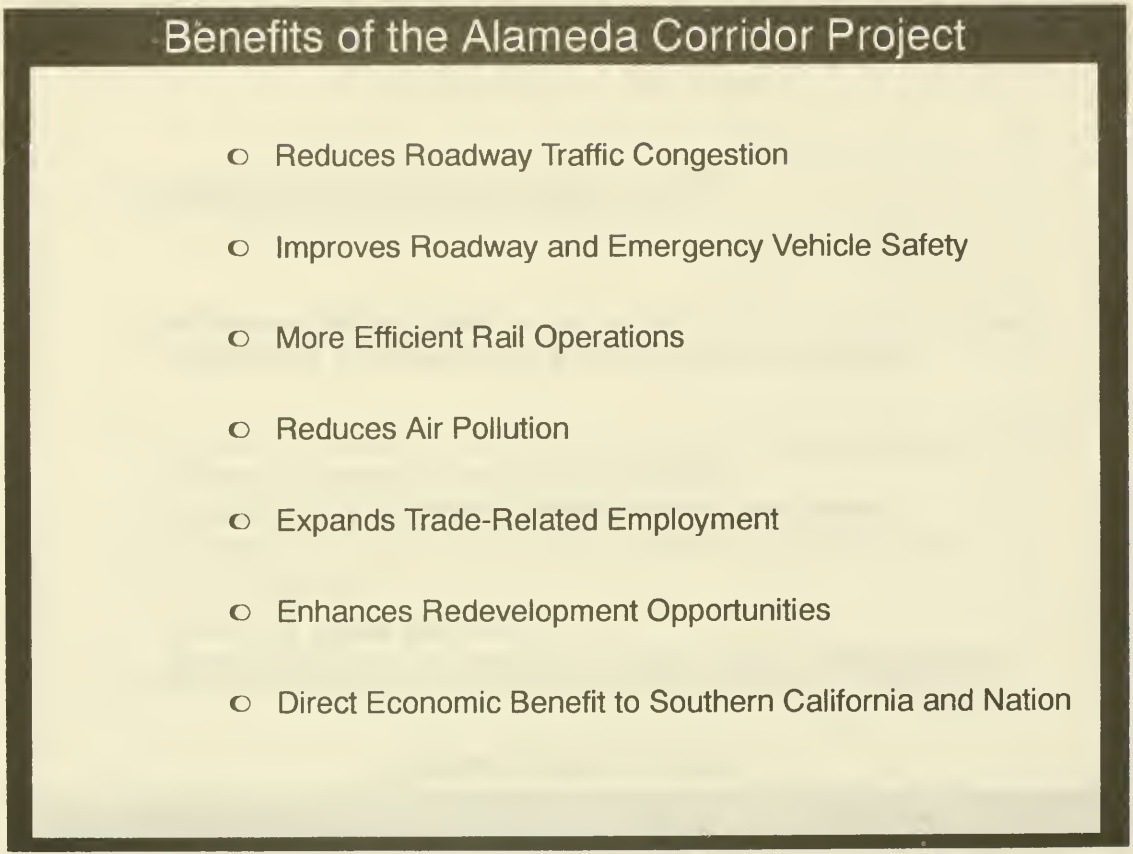
Consolidation of Rail Traffic

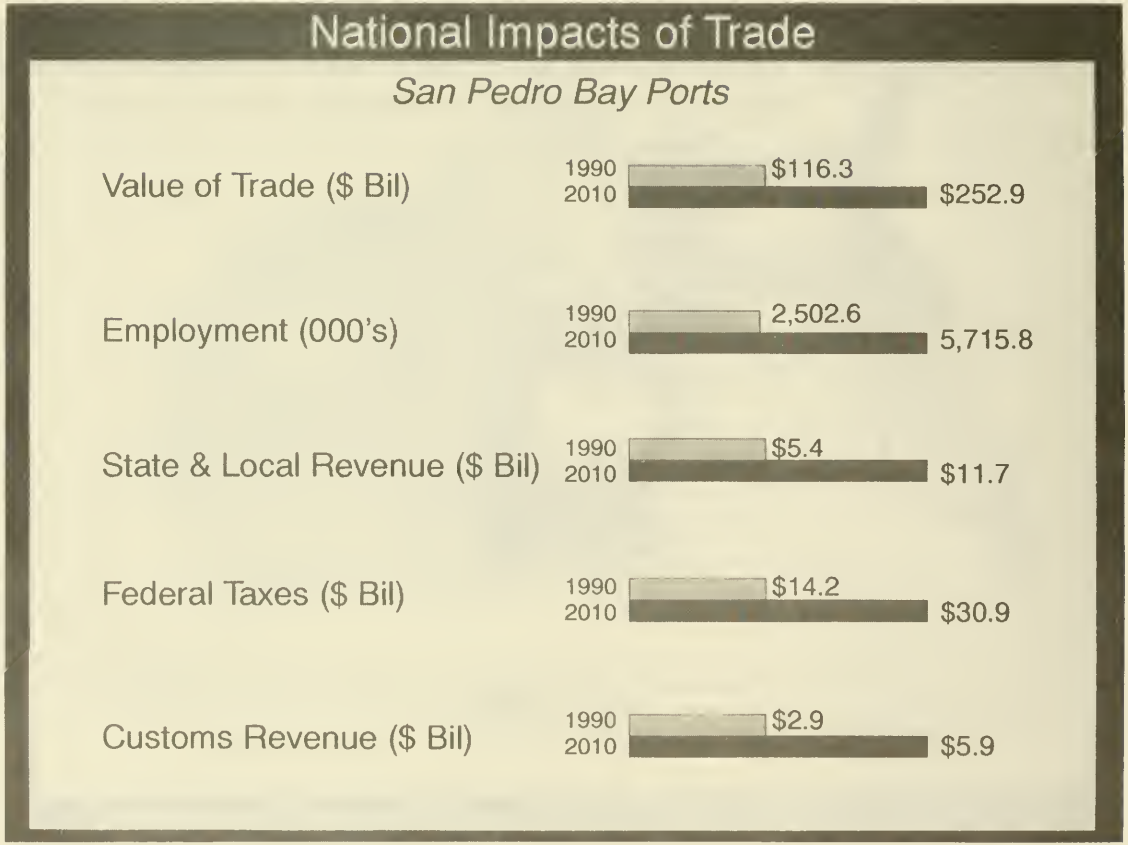
- **1 Main Route Replaces 3 Lines**
- **Eliminates 200 At Grade Intersections with Surface Streets**
- **High Speed Double Track Main Line with Centralized Control**
- **Depressed Railway Trench from State Route 91 North to Los Angeles**
- **East-West Street Overpasses South of State Route 91**

Overview of Project

Highway Rejuvenation

- **Reconstruction of Alameda Street from Interstate 10 South to State Route 91**
- **Widening of Alameda Street from 4 to 6 lanes South of Route 91 to Ports Complex**
- **Enhanced Signalization and Left Turn Pockets Improve Traffic Flow**
- **Makes Use of Existing Right-of-Way**


Benefits of the Alameda Corridor Project
Reduces Roadway Traffic Congestion
Improves Roadway and Emergency Vehicle Safety
More Efficient Rail Operations
Reduces Air Pollution
Expands Trade-Related Employment
Enhances Redevelopment Opportunities
Direct Economic Benefit to Southern California and Nation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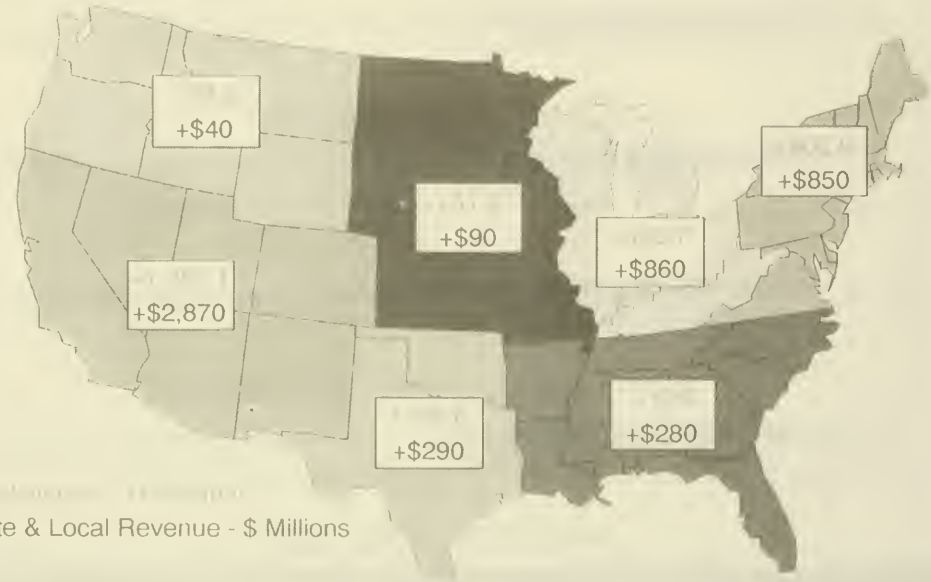
National Impacts of Trade of San Pedro Bay Ports

Growth in Employment and Revenues by Region
1990 to 2010



Key Elements of Finance Plan

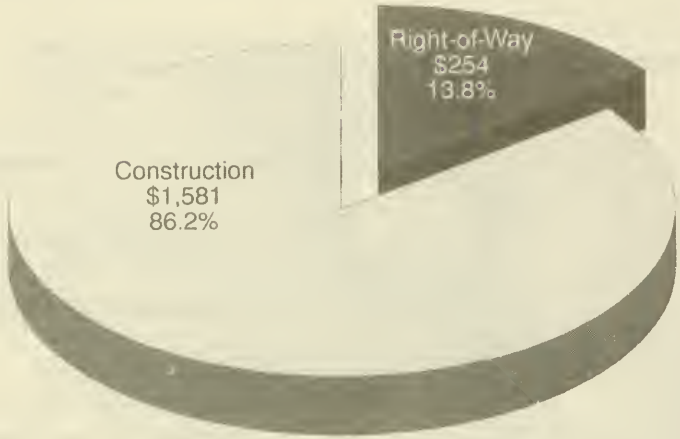
Project is Financially Feasible

- **Total Cost of Project**
  - *$1,575.0 Million (1993 dollars)*
  - *$1,835.0 Million (inflated dollars)*
- **Timing of Construction**
  - *Begins 1995*
  - *Operational 2001*
- **Diverse Sources of Funding**
  - *Substantial Equity Contribution by Ports*
  - *Tax-Exempt Bonds*
  - *Some State, Local, and Federal Funds Already Committed*
  - *Additional Government Funding is Needed*
- **Operating Costs and Debt Service Paid with User Fees**

Distribution of Expenditures

Majority of Costs are Related to Construction

(Millions)

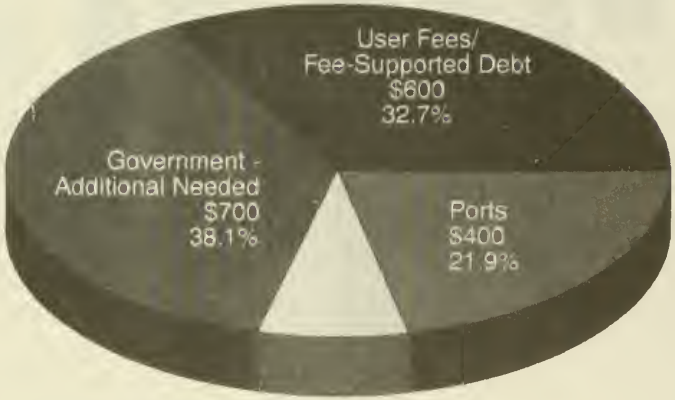


Total = $1,835 Million

Distribution of Sources

Over 50% of Funding is Provided by Ports and Port Users

(Millions)



Total = $1,835 Million

Timing and Source of Expenditures
Port and User Fees Spent First
Government - Additional Needed
Government - Committed
User Fees/Fee-Supported Debt
Ports
$ (Millions)
500
400
300
200
100
0
$261.0
$98.4
$225.0
$388.6
$370.5
$333.9
$103.8
$53.8
1994
1995
1996
1997
1998
1999
2000
2001
Calendar Year

Description of Committed Funding

$535 Million in Hand

- **Local and State**
  - $200 Million Port of Los Angeles
  - $200 Million Port of Long Beach
  - $8.0 Million Los Angeles County Metropolitan Transportation Authority (LACMTA)
  - $80 Million in State Funds from Proposition 116

- **Federal**
  - $45 Million Intermodal Surface Transportation Efficiency Act (ISTEA)
  - $2.0 Million Department of Commerce Economic Development Administration

User Fee-Backed Debt

Users Contribute One-Third of Project Cost

- **Debt of $680 Million is Required**
- **Debt Service Paid Solely by User Fees**
- **Financing Contributes $600 Million to Cost of Project**

Additional Government Funding

Additional Funding Required

$700 Million

- Authorization FY 95/96
- Annual Appropriations in FY 95/96 thru FY 2000/01

Schedule

Revenue-Generating Operations Can Begin by 2001

◦ Completion of State Environmental Impact Report	Certified January 1993
◦ Purchase of Railroad Right-of-Way	Early 1994
◦ Engineering	1994 - 1995
◦ Certification of Federal Environmental Impact Statement	Late 1994
◦ Construction Begins	Early 1995
◦ Corridor Operational	2001

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Next Steps

Immediate Action is Required

- **Complete Railroad Operating Agreement**
- **Complete Purchase of Railroad Right-of-Way**
- **Pass Legislation to Facilitate Tax Exempt Financing**
- **Secure Additional Government Funding Commitment**

Statement of Hugh Rogers
Corridor H Alternatives
before the
House Public Works and Transportation Committee
Subcommittee on Surface Transportation
National Highway System Hearing
March 15, 1994

Thank you, Mr. Chairman and members of the subcommittee, for this opportunity to speak, and thanks to our Representative Bob Wise for his recommendation. We must speak directly to you, since citizen participation in the state planning process will not take effect until next January 1.

Corridor H Alternatives is a nonprofit citizens group whose purpose is "to promote transportation systems that preserve and enhance the quality of life, the natural environment, local business and community cohesion, local history and culture in the Potomac Highlands and Shenandoah Valley of West Virginia and Virginia." We represent well over half the 7,000 people who sent in comments during the 1993 public hearings on Corridor H. We also represent many others who did not participate in those hearings because they did not believe it would do any good to speak their minds to state highway officials. We hope ISTEA will change that.

Today, we are here to ask you not to include proposed Appalachian Corridor H, from Elkins, West Virginia, to Strasburg, Virginia, on the National Highway System. Our existing roads need to be improved, but there is no need for a new four-lane through the Potomac Highlands.

The National Highway System is supposed to mean a new way of thinking about our transportation network. The Interstate system was planned in the 1950's. The Appalachian corridor system was laid out in the early 1960's. For good reasons, Corridor H was not built before now, and for equally good reasons it should not be built at all.

First, it does not pretend to meet a real transportation need or relieve traffic congestion, for there is none. National truckers use two parallel east-west Interstates through the region. I-68 through Cumberland, Maryland, passes within 35 miles of proposed Corridor H. As Corridor E, I-68 duplicated the original purpose for Corridor H, to carry traffic between the Washington-Baltimore area and the Midwest. I-64, further south, connects Charleston with Richmond.

Existing roads along the chosen corridor carry fewer than 3,000 vehicles per day for ninety percent of its length. One two-mile stretch between Thomas and Davis is used by 4,000 vehicles per day. Twenty years from now, the projected volume on nearly all of the route will be less than 5,000 vehicles per day.

Corridor H would serve none of the purposes of the NHS stated in ISTEA Section 1006(a): "[a] system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel."

No, this highway does not fit in our future highway system. Its outdated purpose was to bring long-range truck traffic through the mountains, on the assumption that economic development would follow. But now we have the benefit of thirty years experience and study. A recent Congressional Budget Office study rated new construction in rural areas as a poor investment, with a low rate of economic return. West Virginia University's Regional Research Institute found that new corridors in rural areas bleed the small town main streets and replace them with chain gas stations and food franchises at the interchanges. RRI's Terry Rephann wrote that Corridor H, in particular, would have a "net negative economic impact" on our region.

You have to distinguish Corridor H from our other development highways. Corridor G, south of Charleston, has made commuting easier and may contribute to job growth in the next county. But the impact of that highway on a densely-populated area that lacked good access to a nearby city has nothing to do with Corridor H, which would pass through two national forests, precious farmland, and rural communities.

Corridor H would be extraordinarily expensive. Since it goes against the grain of the Allegheny Front, it would cost $10 million per mile to build its 113 miles. The 3,000 to 4,000 foot mountains have always been formidable barriers to the population to the east. They have also preserved the rare geological formations, native trout streams, Civil War battle sites, Native American and pioneer settlements, endangered species habitat, scenic beauty, low crime rate, and

small, close-knit, Main Street towns that now attract discerning tourists. Regional development plans brag about these assets (see Appendix), and acknowledge that the lack of superhighways has kept them alive. We have no assurance they would survive Corridor H. The four counties through which the highway would pass have virtually no planning or zoning. Our natural assets are worth more than the few motel and truck stop jobs that might be found along Corridor H.

There is no question that roads in our area could be made safer. However, spending a billion dollars on one new road doesn't make sense. As Secretary Pena told you on February 24, the National Highway System is not a system of new highways. He said, "We don't have the money, the commitment, or the national consensus to fund such a commitment, even if we thought it was a good idea--which we don't. Beyond the Interstate portion, the NHS is mostly two-lane roads today and will likely remain that way." He spoke of "prudent investment" and "maintain[ing] our infrastructure." That's why less than two percent of the NHS is new mileage. Corridor H would be all new mileage. It should be dropped from the list.

The traffic projections I mentioned came from the draft environmental impact statement for Phase 1 of Corridor H (see Appendix). Neither the traffic nor AASHTO design standards support new four-lane construction. Yet the West Virginia DOT continues to push for the biggest, most expensive version of Corridor H. This is the project that people will point to when they call the NHS "pork."

Virginia's Commonwealth Transportation Board recommended a more creative, less expensive solution (Resolution of May 20, 1993, in Appendix), calling for improvements to existing roads to the maximum extent possible, and a parkway-like highway "in preference to a traditional four lane interstate or arterial standard facility." Boards of Supervisors in all affected Virginia counties have opposed the superhighway. The West Virginia Environmental Council, a statewide coalition, supports the two-lane upgrade alternative. And Scenic America, a national organization partly funded by ISTEA, listed the existing two-lane roads in the Corridor H "take" area on its "Ten Most Endangered Scenic Byways for 1993."

Citizen opposition to a four-lane Corridor H was intense during last year's corridor selection hearings, and when our state legislature raised our gas tax a nickel a gallon to match federal funds. Interstates and Appalachian corridors get first priority on maintenance. People recognized that this new construction would drain money from the everyday local roads they use for work, school, emergencies, shopping. "Just fix the roads we have!" was heard over and over again.

ISTEA emphasizes the maintenance of existing infrastructure, but the West Virginia DOT ignores it in the State Transportation Improvement Plan. In fact, our Highway Commissioner has said his policy is to go after federal funds for new projects at the expense of maintenance. This is like financing a new Cadillac when all you need is a replacement part for your Chevy. This is the road to budget deficits and collapsed bridges. We have no cushion for emergencies such as the past winter's heavy snows and floods.

You should be aware that the Federal Highway Administration has refused to approve our state's most recent transportation improvement plan for failure to comply with ISTEA requirements (see FHWA's February 23 letter in the Appendix.) One element that particularly concerns us is the public involvement requirement.

When we press the point that Corridor H is road overkill, and would do more harm than good, our politicians reply, "But that's the only way we can get highway money for our area." They think it's Corridor H or nothing.

We urge you to show them another way. As we understand it, a state may transfer some of its NHS money to a fund called STP to finance lower-cost improvements to existing roads. We know the engineers in our highway department can design sensitive, economical improvements if they are given political leadership. We know the FHWA has experts on scenic byways who can give us advice. We know there are appropriate transportation models to serve the local businesses and tourism that are growing in our area.

Don't encourage the wasteful, destructive model of a four-lane Corridor H. It does not belong on the National Highway System.

Notes

1. The CBO study is quoted in Lewis, "Primer on Transportation, Productivity and Economic Development," National Cooperative Highway Research Program Report No. 342 (1991), published by Transportation Research Board, National Research Council, Washington, DC.

2. Prof. Terance Rephann, "Will Corridor H Help Our Economy?" Cacapon, Vol. 4, No. 4, Autumn 1992, published by Pine Cabin Run Ecological Laboratory, High View, WV 26808. Several papers on highways and rural economic development by Rephann and others are available from Regional Research Institute, WVU, P.O. Box 6825, Morgantown, WV 26506.

MAP

Proposed Corridor H in West Virginia and Virginia

APPENDIX

1. "Existing and Future Average Traffic Volumes," Table I-3, Corridor Selection Supplemental Draft Environmental Impact Statement

2. Region 7 and Region 8 Planning and Development Councils, "Strategic Evaluation," Excerpts from 1993 Plans, Buckhannon and Petersburg, West Virginia

3. Virginia Commonwealth Transportation Board, Resolution, May 20, 1993

4. West Virginia Environmental Council, Resolution, September 12, 1993; "Environmentalists want two-lane parkway," Charleston Gazette, October 27, 1993

5. Scenic America, "Ten Most Endangered Scenic Byways," 1993 "Group: Corridor H Is Endangered Byway," The Inter-Mountain, November 13, 1993

6. Letter, FHWA Division Administrator to Secretary, WVDOT, February 23, 1993

7. "The Michael Baker Two-Step: How you ended up supporting Corridor H," The Highlands Voice, August 1993

Proposed Corridor H in West Virginia and Virginia

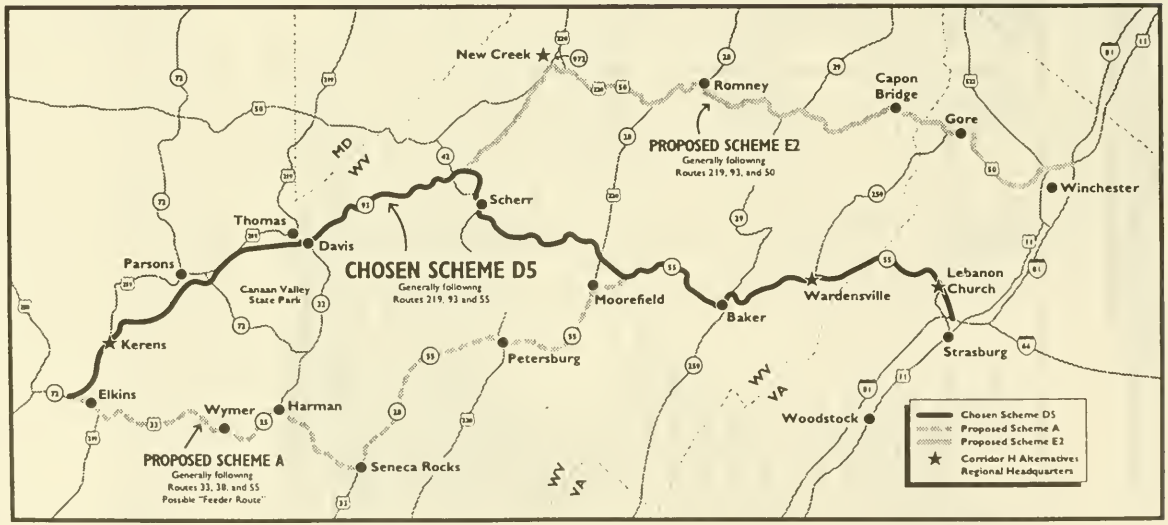

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TABLE I-3
EXISTING AND FUTURE AVERAGE DAILY TRAFFIC VOLUMES AND LOS UNDER THE NO-BUILD ALTERNATIVE

MILES	ROADWAY LINK	1990 AVERAGE DAILY TRAFFIC VOLUMES	1990 LEVEL OF SERVICE (LOS)	2010 AVERAGE DAILY TRAFFIC VOLUMES	2010 LEVEL OF SERVICE (LOS)
	ELKINS TO WINCHESTER				
11	Elkins/Montrose	3,200	C	6,600	E
10	Montrose/Parsons	2,500	C	4,600	D
14	Parsons/Thomas	2,700	E	5,000	E
2	Thomas/Davis	4,000	E	7,000	E
20	Davis/Scherr	1,600	C	2,600	D
	Scherr/Ridgeville	1,700	D	3,400	E
	Ridgeville/Romney	3,300	D	6,800	E
	Romney/Capon Bridge	5,100	E	7,400	F
	Capon Bridge/State Line	4,900	E	7,200	F
	State Line/Winchester	8,800	A	10,000	A
	ELKINS TO STRASBURG				
	Elkins/Canfield	5,800	D	13,700	F
	Canfield/Alpena	3,000	A	4,100	A
	Alpena/Harman	1,900	D	3,900	E
	Harman/Seneca Rocks	1,500	D	2,900	E
	Seneca Rocks/Petersburg	5,800	E	9,500	E
	Petersburg/Moorefield	3,700	D	6,100	E
30	Moorefield/Wardensville	1,900	D	2,700	E
23	Wardensville/Strasburg	1,800	C	2,800	D

Source: "Transportation Needs Study: Appalachian Highlands Region", WVDOT 1991.

18 Scherr/Moorefield

128

Region 7: 1993 Plan

Part Two Strategic Evaluation

A. Identification of Principal Opportunities and Constraints to Economic Development

Region Wide Strengths

1. Quality of Life Serene and scenic rural setting, abundant recreation facilities, hunting, fishing, skiing, hiking, rafting. Low crime rate, low housing costs.

QUALITY OF LIFE:
OUR AREA'S #1 ASSET

-- How would Corridor H affect it?

B. STRATEGIC EVALUATION

1. OPPORTUNITIES AND CONSTRAINTS

Development Opportunities

Travel and Tourism

Development of the region's travel and tourism industry would act to reduce economic distress within the region. The region's travel and tourism industry is based on immediate access to national forest and recreation areas, rivers and streams of unparalleled quality, abundant wildlife, numerous scenic vistas and an overall environmental quality that cannot be found in surrounding urban areas. Travel and tourism has benefitted from traditional agricultural activity which is protected many of the region's assets. Agriculture has promoted environmental quality and is added to the region's scenic value.

Currently, the region's travel industry includes camping, canoeing, hiking, hunting and fishing. The region's rock formations provide among the most challenging rock climbing in the East and the region's spring weather produces significant opportunities for soaring and gliding. Tourist rail service through "The Trough" has drawn 6,500 passengers in only four months of operation. The operator expects to serve 20,000 riders in a season that will end November 1st.

The primary market for the region's travel and tourism industry is the Washington/Baltimore metropolitan area with secondary markets areas including Pittsburgh, Philadelphia and Richmond. Residents of these metropolitan areas are excited to find a relatively unspoiled rural environment within a three hour drive. Ironically, the region's poor highway network has fostered the travel and tourism industry by protecting many of its assets. For years, the region's poor roads forced development by the region leaving it underdeveloped and hence attractive to individuals seeking outdoor experiences.

Resolution passed 5/20/93 Virginia Commonwealth Transportation Board

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Corridor Public Hearing was held at the Middletown Elementary School, Middletown, Virginia, and at the Indian Hollow Elementary School, Hayfield, Virginia on Feb 9 and 10, 1993, for the purpose of considering the proposed Corridor Location of Corridor H from Elkins, West Virginia to Interstate Route 81 in Virginia, Federal Project APD-484 (59), and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations on the alternative corridors as presented, and their statements were duly recorded, and

WHEREAS, the preliminary assessments of the economic, social, and environmental effects of the alternative corridors have been examined at the systems level consistent with a Tier I review and given proper consideration, and

WHEREAS, the staff of the Virginia Department of Transportation recommends that a corridor for this project be identified for future study along a Southern Corridor in Virginia, in accordance with the plan as proposed and presented at the said Corridor Public Hearing, and

WHEREAS, this resolution does not constitute approval or a commitment on the part of the Commonwealth to any subsequent approval or construction of any project in Virginia in this corridor, but directs the study process to continue to Tier II to permit development of the factual data necessary for analysis of the advantages and disadvantages of this project to the Commonwealth and its citizens, and

WHEREAS, it is the intention of the Board that all alternative funding mechanisms be explored in order to avoid expenditure of scarce Virginia and Staunton District transportation resources,

NOW, THEREFORE, BE IT RESOLVED, that the Southern Corridor be selected to conclude the Tier I process and that the Tier II study of the Southern Corridor be conducted at no cost to the Commonwealth as recommended, and

BE IT FURTHER RESOLVED, that the study comprehensively evaluates alternative improvements to existing highways (which might satisfy the objectives of the Corridor H program without requiring construction of a new highway), and

BE IT FURTHER RESOLVED, that the study seek to develop alternatives that could facilitate designs of the highway in keeping with the broad community goals to develop the region as a tourist and visitor attraction which highlights the unique historical and cultural attractions of the region, and

BE IT FURTHER RESOLVED, that the Board directs that all alternatives be explored to achieve the goals expressed above although it is the sense of the Board that in order to achieve such goals and accommodate desired traffic the alignment and ultimate design of the highway should be more parkway in character in preference to a traditional four lane interstate or arterial standard facility, and

BE IT FURTHER RESOLVED, that the Department is hereby directed to work with the local governments in the region to establish an appropriate advisory committee to participate in the Tier II study in pursuit of the above resolves

FEB 2 3 1994

Quarterly Update of STIP

Mr. Charles L. Miller
Secretary
West Virginia Department of Transportation
Charleston, West Virginia 25305

Dear Mr. Miller:

We have reviewed the STIP Quarterly Update sent with your letter of December 15, 1993. As discussed in our meeting, February 18, 1994, the STIP Update cannot be approved until the following issues relating to the requirements of the Statewide Planning Regulations, 23 CFR Part 450, of October 28, 1993, are satisfactorily addressed:

1. The updated STIP must be based upon an official Statewide Transportation Plan. Until January 1, 1995, an interim Statewide Transportation Plan may serve as the official plan, if it includes consideration of all factors identified in 23 CFR 450.208. Please provide us a copy of the official plan with information indicating how the referenced factors were considered.

2. The official Statewide Transportation Plan meeting all the requirements of 23 CFR 450, and prepared in accordance with the regulations, must be completed by January 1, 1995. Please provide us information regarding the progress of the Statewide Transportation Plan development, to date, and a schedule indicating how the remaining work will be accomplished in the next ten months.

3. Development of the Statewide Transportation Plan requires public involvement as described in section 450.212. We request that you send us a copy of the Department's Public Involvement Process and a schedule for finalizing

After these general issues and the attached comments concerning this specific quarterly update are satisfactorily addressed, we will be in a position to continue processing the Quarterly Update.

Sincerely yours,

BILLY R. HIGGINBOTHAM
FHWA, W.VA.

Billy R. Higginbotham
Division Administrator

Enclosure

cc: Paul Wilkinson,(WVDOH-RP)
Don Dauterman(R-3-HPP-03.2)
File 720, Reading, GWMacklay:oj
2/23/94
qtlystip

RESOLUTION ON CORRIDOR H
IT IS RESOLVED BY THE WEST VIRGINIA ENVIRONMENTAL COUNCIL:

We support the two-lane upgrade alternative from the agreement between Virginia and West Virginia, as described in the Federal Highway Administration letter [to Corridor H Alternatives] dated August 5, 1993, paragraph 3, along with the maximum use of existing roads, with due consideration for maintaining the integrity of existing towns, structures, and the environment.

We oppose construction of a new four-lane highway corridor.

We urge the Department of Transportation to implement statewide transportation planning as mandated by recent federal legislation.

[The committee recommendation was based on the following preamble.]

WHEREAS the West Virginia Department of Transportation has announced its selection of a corridor for a new four-lane highway between Elkins and I-81 in Virginia, and has begun its study of an alignment for the proposed highway; and

WHEREAS members of the Environmental Council have expressed objections to proposals for such a highway through the Potomac Highlands for the past twenty-five years; and

WHEREAS the original justification for such a highway, "to create traffic" where existing traffic was thought insufficient for economic development, is even less defensible now than it was in 1965; and

WHEREAS studies by the West Virginia University Regional Research Institute have found that construction of new highways in rural areas distant from metropolitan centers does not foster economic development, and other experts, including the first director of the Appalachian Regional Commission, have concluded after 25 years of ARC investment that such highways are not economically justifiable; and

WHEREAS the expense of the project, upwards of a billion dollars, would be disproportionate to the expected traffic, and would siphon away the highway funds available to improve existing roads, not only in the Highlands but throughout West Virginia; and

WHEREAS the United States Department of the Interior, the Virginia Commonwealth Transportation Board, other public agencies and private groups have called for more careful study of improvement of existing roads as an alternative to a new corridor; and

WHEREAS a four-lane truck route through the mountains would be incompatible with the steady growth of environmentally-sensitive tourism the region has experienced over the past fifteen years; and

WHEREAS the current proposal, though it would avoid the Spruce Knob-Seneca Rocks National Recreation Area, still would have a devastating impact on some of the most precious wild lands in Eastern North America, including rivers, wetlands, the Monongahela National Forest, and endangered species habitat.

--Passed at Bluestone
Sept 12 1993

The Charleston Gazette, Wednesday, October 27, 1993

Environmentalists want two-lane parkway

By Rick Steelhammer
STAFF WRITER

West Virginia's environmental community, which in effect supported a northern routing for Appalachian Corridor H before a northern route was officially selected earlier this year, now wants to scrap the proposed four-lane superhighway in favor of a two-lane upgrade of existing roads.

During a series of public hearings last winter and spring on what path Corridor H would take, a coalition of state environment and conservation groups lobbied hard to keep the freeway from following any of several proposed southern routings that would have cut through the Monongahela National Forest.

Environmentalists maintained that if a freeway was to be built, a route that veered northward from Elkins and passed near Parsons before traveling eastward to the Virginia line would cause the least harm to forests and streams.

Now the West Virginia Environmental Council has adopted a position that opposes a four-lane superhighway for Corridor H in favor of improvements to existing two-lane highways. This summer, the Virginia Transportation Board asked that just such a two-lane upgrade approach be studied as an alternative to a freeway-quality superhighway.

Corridor H is already built from its western end at the Weston interchange of Interstate 79 to a point a few miles east of Buckhannon, and is under construction between Buckhannon and Elkins. It is expected to cost more than $800 million to extend a four-lane version of Corridor H from Elkins to its eastern end at Strasburg, Va., near intersections with I-81 and I-66.

Norm Steenstra, chief lobbyist for the Environmental Council, said support of the two-lane upgrade concept represents an evolutionary change of thinking about the project, rather than a flip-flop in position.

"I don't think anyone actually wanted the four-lane to be built," he said. "It was more a matter of thinking that if a freeway had to be built, it should be built in the north where it would do the least harm."

Since a northern route was adopted by the Division of Transportation, environmentalists have learned more about the ramifications of its construction, he said.

At first, environmentalists felt relief over the demise of the southern routes, which would have routed a freeway past Seneca Rocks, Dolly Sods, Spruce Knob and over a number of Monongahela National Forest trout streams, Steenstra said.

"But then, people started to realize what a four-lane going over the northern route would do," he said. "It would wipe out the town of Kerens and bisect Wardensville, and bring highway noise to nearly all of the Otter Creek Wilderness."

The northern route would also pass over or near a portion of the Corrick's Ford Battlefield, a Civil War site near Parsons, and parallel eight miles of the Lost River in Hardy County.

"The more the Environmental Council looks at this project, the better an alternative involving the maximum use of existing roads with some added passing lanes looks," Steenstra said.

The Division of Transportation is now figuring out the exact route a four-lane would take through the northern route's 2,000-foot-wide planning corridor. Engineers are also weighing the two-lane upgrade, along with a four-lane upgrade, a four-lane upgrade with bypasses, and a no-build alternative.

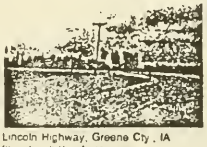
Another round of public hearings on the project is expected to begin early next year.

3049

Scenic America: Twenty Most Important Scenic Byways for 1993

TEN MOST ENDANGERED SCENIC BYWAYS

- **Old US 30, The Lincoln Hwy., Greene County, Iowa**
  The Lincoln Highway in Greene County is listed on the National Register of Historic Places. It has served generations travelling along the route from New York to California. The Greene County portion is one of the last to retain the original appearance and design. Threat: Greene County plans to rebuild the highway to current standards, increasing the road width and altering its vertical alignment. Comment: This historic section of the Lincoln Highway should be maintained in a manner consistent with the original design.



Lincoln Highway, Greene Cty., IA
Photo: Lincoln Hwy. Assoc.

- **The Great River Road, Louisiana**
  The Great River Road through Louisiana includes several roads following the Mississippi River levees. The historic agricultural landscape includes many plantation houses and is increasingly interspersed with industrial and commercial development. Threat: Incompatible land uses, lack of strong billboard and sign control exemplify the need for and a lack of a coordinated management strategy to avoid further scenic degradation. Comment: A Great River Road Task Force has been established to study scenic issues. In addition, Louisiana has not implemented a strong scenic byways program.

Great River Road, LA
Photo: Van L. Cox

- **US 19/74, the Nantahala Scenic Byway, N. Caroline**
  The Nantahala Scenic Byway follows the rugged landscape of the Nantahala River in western North Carolina. It attracts large numbers of tounsts and serves as a route to the Smoky Mountains. Threat: Traffic congestion, insufficient parking for large numbers of white-water rafters and gravel mining in the gorge endanger the scenic character of the road. Comment: A corridor management plan is needed to balance the needs of all users and conserve the natural resources of the gorge.

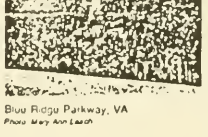
Nantahala Scenic Byway, NC
Photo: Swan City, NC

- **US Route 30, Lancaster County, Pennsylvania**
  US Route 30 is part of the historic Lincoln Highway and forms the [illegible] of Amish country east of Lancaster. The area is largely agricultural, and the e are several historic towns along the route. Threat: Development problems ignored for years have led to congested roads, sprawling commercial development and visual blight. Plans to widen Route 30 to accommodate heavy through traffic will increase the current problems. Comment: A corridor management plan to balance conflicting uses, and prevent further scenic deterioration and reverse past abuses, is desperately needed.

Shannock Road, RI
Photo: Michael Russo

- **The Old San Antonio Road, Texas**
  The Old San Antonio Road was used over the past 300 years by explorers, settlers, missionaries. Portions of the route are still in use today. It extends across Texas from Louisiana to Mexico. Threat: Unused portions of the historic trail route have reverted to private ownership. The identity and educational value of the Old San Antonio Road are being lost. Comment: The state should continue the work of the Old San Antonio Road Commission, by designating remaining portions as historic and scenic roads and by planning for the management, enhancement and interpretation of the route.

West Virginia Route 55
Photo: Corridor H Alternatives



Blue Ridge Parkway, VA
Photo: Mary Ann Leach

- **Lummi Shore Scenic Road, Washington**
  The Lummi Shore Road extends for nine miles along scenic Puget Sound through the Lummi Indian Reservation and is used by the Lummi tribe for access to Indian communities and as a base for net fishing in the sound. Threat: Sections of the road shoulder have eroded, other sections have subsided into the sound and have reduced use of the road to one lane in some areas, and culverts are clogged, creating ponding. Comment: Whatcom County and the Lummi tribe need a program for regular and adequate maintenance to maintain the functional and scenic qualities of the Lummi Shore Road.

- **The Blue Ridge Parkway, Virginia**
  The Blue Ridge Parkway is traveled by millions of visitors annually and is world-famous for its long views over tranquil countryside. The Parkway follows the crest of the Blue Ridge from the Shenandoahs to the Great Smokies. Threat: Development in the viewshed of the Blue Ridge Parkway weakens the scenic beauty and the tourism attraction. Comment: Communities in the viewshed should use planning tools to manage and minimize the visual impact of development on the Parkway.

- **Corridor "H", West Virginia**
  The state of West Virginia plans a four-lane highway into the "Highlands" from I-81 in Virginia along a route known as Corridor H. The proposed route would utilize a combination of existing roads, including State Routes 55 and 93, and new right-of-way. Threat: Scenic quality of existing two-lane roads and the environments of new right-of-way could be compromised by the four-lane approach, which is opposed by local citizen groups. Comment: A scenic road planning process which considers the views of all stakeholders should be implemented. Local communities need earlier involvement in the planning process than what is currently provided in order to better incorporate community goals.

- **Shannock Road, Shannock Village, Rhode Island**
  Shannock Road is a two-lane village road between the towns of Charlestown and Richmond. The road is characterized by gentle curves, a rustic bridge, flanking stone walls, trees and painted wood fences within a National Register Historic District. Threat: Rhode Island Department of Transportation plans to rebuild Shannock Road, removing trees and stone walls in the process. Comment: Repair and keep of community roads should respect the histori. character and community context. Design standards should respond to transportation and community functions.

- **State Route 28, Kingston to Dunreven, New York**
  New York Route 28 forms the gateway to the Catskill Mountains at Kingston, and winds through mountain towns popular as vacation and recreation areas. Threat: The approach is marred by strip development and a clutter of competing signs. Towns are experiencing growth pressure from the resort industry. Comment: A comprehensive regional plan should be implemented as the basis for scenic byway management, conservation of scenic resources and growth management.

Design: Suzanne Vaine

The Inter-Mountain Fri. Nov. 13, 1993

Group: Corridor H Is Endangered Byway

Scenic America has named West Virginia's proposed Corridor "H" one of America's 10 Most Endangered Scenic Byways. The list of Endangered Byways, coupled with the list of America's Most Outstanding Scenic Byways, comprises America's 20 Most Important Scenic Byways.

Scenic byways are roadways that traverse areas with unique scenic, historic, natural, cultural, and recreational resources and provide travelers with a relaxing travel experience. In addition, scenic byways are an excellent method of combining resource conservation with economic development goals and, in 1988, generated an estimated $1 billion in spending at businesses along designated scenic roadways, according to Scenic America.

West Virginia's Department of Transportation, eager to tap the tourism potential of the large East Coast population, plans a four-lane highway into the "Highlands" from I-81 in Virginia along a route known as Corridor H. The proposed route, which would also serve as an important commercial corridor, would utilize a combination of existing roads, including state routes 55, 93, and 219, and new right-of-way. Currently winding two-lane roads carry travelers past dramatic mountain scenery and through towns and villages to the state's great recreational resources, which include state parks and national forests offering an array of outdoor activities, group officials said.

A coalition of West Virginians known as Corridor H Alternatives opposes the four-lane highway concept because such construction would dramatically alter the area's scenic character and damage the local environment. Instead, the coalition supports a gradual and well thought-out upgrade of the existing roads which will improve access to the region while maintaining the region's scenic and natural character.

"Corridor H is a classic case where less sweeping alternatives, arrived at through a collaborative process, can effectively solve transportation problems without dramatically altering the region's character," said Scenic America president Sally Oldham. "Rather than forcing the Highlands to live with a highway they oppose, the state Department of Transportation should implement a planning process which actively solicits and considers the views of all stakeholders, including local communities, businesses, and public interest organizations. Only this type of collaborative process will generate a consensus on how West Virginia can both utilize and conserve its scenic and natural resources."

Roads on the 10 Most Endangered list were included because their unique and important scenic and other resources are threatened by any one of a number of factors, including strip development, billboard proliferation, deteriorating road conditions, and a failure to conserve the resources by government agencies managing the roadway.

Other roads named include Old US 30, the Lincoln Highway in Iowa; the Great River Road in Louisiana; the Nantahala Scenic Byway in southwestern North Carolina; US Route 30 in Lancaster County, Pa.; Texas' Old San Antonio Road; the Lummi Shore Scenic Road in Washington; the Blue Ridge Parkway in Virginia; the Shannock Road in Rhode Island; and New York's Route 28 near the Catskill Mountains.

"This list highlights the variety of threats faced by America's scenic byways today," explained Oldham. "These threats require effective, long-term public participation and collaborative, creative management. Only through public-private cooperation can we successfully use scenic byways to conserve and benefit from our scenic, historic, natural and recreational resources."

She added, "The Endangered Byways List is neither punitive nor critical. It is an effort to educate Americans about the scenic resources we possess, the threats that face them, and courses of action that can halt or reverse these problems."

Founded in 1982, Scenic America is the only national organization solely dedicated to preserving and enhancing the scenic character of America's communities and countryside.

Highlands Voice

Published by the West Virginia Highlands Conservancy Vol. 26 No. 6 August 1993

The Michael Baker Two Step

How you ended up supporting corridor H

by an unsung hero of the Corridor H Alternatives citizen group

After the February 20, 1993 deadline for tabulation of the Corridor H Letters of Comment, the public was notified through WV DOH that 75% of the responses favored the building of the road while only 25% opposed it. Virginia officials, on the other hand, found that their Letters of Comment ran 87% "No Build" This seemed puzzling to those of us who knew that local opposition to Corridor H ran very strong in West Virginia as well.

The Letters of Comment were evaluated for their content by Michael Baker Jr. Inc., the consulting engineers who stand to receive additional contracts for the future design work as the Corridor H study continues. Overlooking the need for an unbiased evaluator of these comments seems to us a serious breech of public trust. This opinion was confirmed when we visited Baker's Pittsburgh offices on April 24 to review these files.

Baker filed each comment in only one category. They selected which category to file it in when the letter said several things. Some expressed a strong sentiment against the road, a resignation that money would be wasted on it regardless and a recommendation that it take the least damaging route "if it must be built." These were routinely considered as support for that route and therefore support for Corridor H. Others stated a preference to avoid certain areas "if it must be built" Baker filed these as opposition to that route or as support for the opposite route, but always as support for Corridor H either way.

Many clearly stated a preference for "No Build" but gave a particular scheme as second choice. baker counted these as support for that route and therefore as part of the 75% in favor of building the road. When 1173 identical form letters supporting scheme A arrived in a package TWO MONTHS after the comment period closed Baker also counted those into the 75% favoring the road. When a petition of hundreds of signatures opposed to Scheme E was filed, Baker counted those into the 75% favoring the building of Corridor H as well! Even 77 people who wrote or called for more information or an extension of the comment deadline were counted as being in favor of Corridor H! In fact, if one mentioned ANYTHING ELSE at all in a letter other than "No Build", they were considered to support the road. Using guidelines like these it was easy fo WVDOH to come up with the inflated support figures for Corridor H in West Virginia.

In our short time at the Baker Offices, we were able to find several hundred examples of missing, mis-categorized or uncategorized comments which would NOT have supported the continued waste of our Federal and State tax dollars on Corridor H. Most did support the idea of region-wide improvement of the primary road system.

Tabulated Results

Position	Number	Counted as
Opposed (No Build)	1856	No Build
Opposed to A	229	Build
Opposed to E	790	Build
Prefer North	1533	Build
Prefer South	317	Build
in 2 month late form letters	1173	Build
Prefer A	95	Build
Prefer D	36	Build
Prefer E	333	Build
Prefer KP (all on 2 form letters)	260	Build
Prefer Build 28	28	Build
Request more info or comment extension	77	Build
Total Comments	6727	

"No Build" = 27% (using Baker/WVDOH
"Build" = 73% method)

After studying the Baker files, Corridor H Alternatives estimates that the actual level of support for Corridor H to be found in the Letters of Comment filed by the official deadline would be LESS than 50%. We have asked Senator Byrd and Transportation Secretary Charles Miller to have the Comments re-examined by an unbiased party. To date no action has been taken and no retraction has been made.

Please study the letters in this package (which i have reduced here to selected comments - editor) They give a good overview of the kind of "support" Corridor H has. In the next phase of public comment we all should work toward the same goal of defeating the current Corridor H concept altogether and improving the network of primary roads in the region in order to filter the traffic through numerous routes and not try to force it all through ANY ONE route. No one place should be sacrificed for another. Corridor H is no more welcome in the north than it is in the south. Considering ALL the issues, it is quite simply a bad idea WHEREVER you put it. If you truly oppose the road, say so.

Silence is consent. If we don't tell the powers-that-be what we really think, then we give them free reign to do what they want. Silence gives them the opportunity to arrange for their own profits and damaging shortcuts at OUR expense. Letters are an important part of the public process and empower us as individuals. they illustrate awareness and concern and that we do not consent to bad ideas, whatever the issue.

In this packet you will see letters that are evidence of gross misinterpretation of their intent. There is a lesson to be learned here. Remember these when you write concerning Corridor H in the future.

Here follows selected comments from a dozen different "Letters of Comment" and the pigeonhole Michael Baker Jr. Inc put them in *----see page 7 for the letters----*

Michael Baker Two Step

(continued from page 1) -

Your letters....

'I am writing this letter to express my opposition to the construction of Corridor H.' - counted as Opposed to scheme A and in favor of building Corridor H

'For these reasons I would prefer it if Corridor H is not built ' - counted as pro north and pro Corridor H.

'We the average landowners urge you to help put a stop to corridor H.»Let the taxpayers vote if they want a road built of not.' - considered as pro north and pro Corridor H.

'First of all, I prefer no new highway be built. But if this development must occur, I strongly prefer the northern route.' - counted as opposed to Scheme A and pro Corridor H.

'Please sell Scheme E to another taker! In fact, send Corridor H with it!' - counted as Opposed to E and you guessed it pro Corridor H.

'The West Virginia Chapter of AFS believes that only way to avoid impacts to these resources is to not build a four lane facility. However, we realize that a No Build alternative, while our first preference, has little chance of being selected.' - filed as pro north and pro Corridor H.

'I am writing in regard to Corridor H. I would like to see it abandoned completely.' - pro north and Corridor H

'I am dead set against Corridor H, Scheme E, Northern Route! I want my tax dollars to go for my local roads in Hampshire County.' This was the entire letter and you guessed right again - it was counted as for Scheme A and for Corridor H.

'I would like to voice my opposition to Corridor H...I am against Corridor H.' - pro north and Corridor H.

****

The packet distributed by Alternatives to Corridor H had many more examples of this chicanery, but perhaps the above is enough for the true believers I wonder how my 'Letter of Comment' was filed Alternatives to Corridor H has four regional offices now -

CHA Eastern WV
PO Box 463
Wardensville, WV 26851
874-3887

CHA Central WV
PO Box 11
Kerens, WV 26276
636-4522

CHA Northern WV
PO Box 173
New Creek, WV 26743
788-5579

CHA Virginia
Rt 1, Box 319
Lebanon Church, VA. 22641
703-465-5664

Corridor H Alternatives *has started producing o quarterly newsletter. For 15 bucks you can become a member and receive it as well as the satisfaction helping these folks stop this boondoggle. Corridor H topo maps, Video are also available.*

Testimony of the
HONORABLE MARGE ROUKEMA
Before the
Subcommittee on Surface Transportation
In SUPPORT of Funding for
The Route 17/Route 4 Interchange
In Paramus, New Jersey

Tuesday, March 15, 1994

Mr. Chairman, I am grateful to you, Mr. Petri, and the rest of the Subcommittee on Surface Transportation for the opportunity to discuss the merits of federal funding for the Route 17/Route 4 interchange in Paramus, New Jersey. As you know, in January, I requested that funding be included in the upcoming omnibus National Highway System (NHS) authorization for construction of the Route 17/Route 4 interchange.

The Route 17/Route 4 interchange is a major east/west to north/south link in northern New Jersey and its improvement is vital for commuters and commerce. Both Route 17 and Route 4 have been designated by the U.S. Department of Transportation as components of the urbanized area portion of the NHS, in accordance with applicable provisions outlined in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). As part of the NHS urbanized area plan, this interchange project is eligible for federal funding.

The Route 17/Route 4 interchange lies at the heart of the Borough of Paramus and Bergen County's commercial hub. In fact, the Borough of Paramus was recently recognized by the New York-based Sales & Marketing Management research service as the second largest retail market, within a single zip code, in the United States. According to the study, annual retail sales in Paramus total over $2.02 BILLION. To add some local perspective, the Route 17/Route 4 interchange lies directly adjacent to the Garden State Plaza Mall.

Constructed in 1932, the existing interchange was designed to accommodate an estimated volume of 12,000 vehicles per day. Clearly, with the present estimated daily volume of 250,000 vehicles, the interchange is no longer suitable, and in dire need of improvement. In addition to being one of the busiest intersections in New Jersey, it is also one of the most dangerous -- **averaging one motor vehicle accident per day!** Moreover, improvement of the interchange would help alleviate the heavy traffic flow which has spilled over to residential streets as commuters attempt to avoid the crowded interchange.

As Members of the Subcommittee on Surface Transportation, you know the Route 17/Route 4 interchange project has previously received federal funding. The project received a $5.7 million authorization under the Urban Access and Urban Mobility Projects section of ISTEA, and another $4 million in federal transportation appropriations.

Since I first requested funding for this project in my January letter to the subcommittee, final design work for the project has been completed. The final design, backed by Paramus and Bergen county officials, has received approval from the New Jersey Department of Transportation, although the addition of a second flyover has raised the total cost of the project to roughly $90 million. While more expensive than the alternate design, upon which I based my initial funding request, the approved plan provides a higher degree of safety and traffic flow efficiency.

The interchange design calls for two triple level flyovers to be constructed, along with extension of the eastbound service road, the addition of two new lanes on Route 17, improved access to the Garden State Mall facility, and improved placement of U-turn infrastructure. This plan will greatly improve traffic flow efficiency, in addition to helping the region meet federal air quality standards.

Mr. Chairman, it is imperative to move forward with Federal Highway Trust Fund money for construction of the interchange. State, county, and local officials now estimate a Federal contribution of $70 million will be necessary to complete the project in accordance with the approved design specifications.

As a currently authorized project, the Route 17/Route 4 interchange has already demonstrated its merit to the U.S. Congress. Moreover, the State of New Jersey stands ready to provide the required matching funding necessary to bring this problem situation to a successful resolution. I trust the Subcommittee on Surface Transportation will agree the time has come to fulfill the federal government's commitment to construction and completion of the Route 17/Route 4 interchange by providing the necessary $70 million.

Mr. Chairman, on behalf of the residents of New Jersey's Fifth Congressional District and all affected northern New Jersey residents, I thank you for your favorable consideration of this most urgent request.

Testimony
of the
Honorable Edward R. Royce

before the
House Subcommittee on Surface Transportation
Committee on Public Works and Transportation
Honorable Nick Rahall, Chairman

on the
National Highway System Authorization Legislation

Tuesday, March 15, 1994

Thank you, Mr. Chairman, for the opportunity to speak on behalf of a very important transportation project that will impact not only my district in Orange County, but all of Southern California as well - the State Route 57 Interchange Improvements Project.

Brea, California, is located in north Orange County at the convergence of the "Four Corners" of Los Angeles, Orange, San Bernardino and Riverside Counties. A city of 32,000, Brea's population increases to over 100,000 during a typical workday with the majority of people entering the City via State Route 57 (Orange Freeway).

State Route 57 is the major northern entrance into Orange County and carries up to 204,000 vehicles per day. State Route 57 has been proposed by both the California Transportation Department and the Federal Highway Administration for inclusion in the National Highway System.

The City of Brea proposes making interchange improvements at the northbound State Route 57/State Route 90 (Imperial Highway) off-ramp and at the northbound and southbound State Route 57/Lambert Road off-ramps. The City proposes adding one lane to

each of the three off-ramps.

The Imperial Highway is a state thoroughfare linking north Orange County to Los Angeles, all the way to Los Angeles International Airport. As a continuation of State Highway 142, Lambert Road handles 16,500 vehicles per day from rapidly-growing Riverside and San Bernardino Counties. Lambert Road continues under other designations as a major commuter route into downtown Los Angeles.

Additionally, Brea is in the midst of a $19 million project to widen the Imperial Highway just west of the 57 Freeway to eliminate a bottleneck and enhance traffic flows of 63,000 vehicles per day. Brea's contribution to this project is $13 million.

Brea has placed a high priority on these interchange improvements which will have positive implications for regional as well as local traffic. The project will facilitate local and regional economic development by providing highway system capacity needed to serve major employment centers within Brea and the surrounding communities of North Orange County and East Los Angeles County.

The project will also provide environmental benefits from the reduction in vehicle emissions due to reduced idling time and improve safety by reducing potential for congestion-related traffic accidents. Additionally, all of the environmental work has been completed and approved for this project.

Congestion mitigation will be achieved since the project will improve the level of service in the evening peak hour from level of service "F" to level of service "B" at the ramp intersections.

Since 1989, The City of Brea has been planning to improve the 57 Freeway interchanges with State Route 90 and Lambert Road. Total project costs are estimated at $1.4 million, which includes $450,000 for preliminary engineering and design and $950,000 for construction. The City has already committed $450,000 to fund the design costs of the improvements and is requesting funding for construction. Therefore, the City of Brea is seeking an authorization of $950,000 through the National Highway System authorization legislation for this important project.

I greatly appreciate your consideration of this authorization request and will be happy to assist you with providing additional information.

Testimony of Honorable Karen Shepherd
before the Subcommittee on Surface Transportation
March 15, 1994

Thank you Chairman Rahall for providing me the opportunity to appear before your Subcommittee again today to express my support for the proposed expansion of 5600 West in West Valley City, Utah. I would like to make a few brief comments on this proposal and then turn the balance of my time over to Mayor Wright to further discuss this project.

5600 West is the principal north/south road connecting Salt Lake International Airport with the major cities in the west half of Salt Lake County. It provides the primary access to the employment base in Salt Lake City and West Valley City from the surrounding residential communities.

As Mayor Wright will point out, 5600 West has been a two-lane facility for over 50 years, and growth in the western half of Salt Lake valley has far outstripped the capacity of this important arterial. It is now becoming a serious hindrance to economic development and contributing to the region's congestion and air quality problems.

Phase I of this project will expand 5600 West to a four lane facility for 6 miles. Phase II will expand it to a six lane expressway in the future. I support West Valley City's request which currently addresses only Phase I. They are seeking authorization for $5.4 million to help complete Phase I which has a total cost of $12.9 million. This facility received the support of Congress in ISTEA, and I urge your consideration of this worthwhile project again.

Again, thank you Chairman Rahall and Members of the Subcommittee for your time and consideration. I would now like to introduce Mayor Gearld Wright of West Valley City.

Statement of the Hon. E. Clay Shaw, Jr.
Before the House Public Works and Transportation
Subcommittee on Surface Transportation
March 15, 1994

Mr. Chairman, I appreciate the opportunity to testify for several transportation projects that are important to South Florida. I would like to thank Chairman Rahall and Ranking Members Bud Shuster and Thomas Petri for this chance to submit my testimony. I also would like to thank the members of this subcommittee for the time that has been allocated to the public witnesses who will testify on behalf of these projects.

My testimony includes requests for approval for the following projects: the Eller Drive Intermodal Project at Port Everglades, Florida; the North Miami Beach Section of the Northeast Dade Bike Path Project at North Miami Beach, Florida; the Port of Palm Beach Intermodal Highway Improvement Project at Port of Palm Beach, Florida; the Metropolitan Dade County Program of Interrelated Transit Projects, at Dade County, Florida; the Florida Tri-County Commuter Rail Authority (Tri-Rail); and the Widening and Improvement Plan of State Road 7 in Southern Florida. These projects are important to South Florida, and I urge my colleagues to give them serious favorable consideration.

Eller Drive Intermodal Project at Port Everglades, Florida

Port Everglades is now the second-busiest cruise terminal in the world and is the major petroleum terminal for South Florida. In addition, the Port has an expanded container capability and anticipates rapid growth in this traffic over the next three years.

The Eller Drive project is needed to handle this diverse flow of traffic to Interstate 595, Interstate 95, and the Ft. Lauderdale/Hollywood International Airport. The project is a priority for the Metropolitan Planning Organization, with whom the Port has worked closely, and is ranked 18 out of 38 projects on the Broward County MPO TIP.

Specifically, the Eller Drive expansion project will widen and realign the middle 4,000 linear feet of Eller Drive to obtain unrestricted four-lane access from the seaport's cruise terminals and container terminals to I-595, I-95, the Florida Turnpike, and I-75. The project will also replace an existing two-lane bridge across a canal with a new four-lane bridge and will include the horizontal realignment and widening from two lanes to four lanes of the adjourning portions of Eller Drive.

Port Everglades is capable of expanded intermodal traffic, with major interstate, rail and air links within two miles of each other. The Eller Drive intermodal project, with a total project cost of $3.25 million, is an extremely cost-effective means to increase intermodal capability and enhance the safety of Port Everglades' diverse and expanding traffic flow, and I respectfully request an authorization for this project.

The North Miami Beach section of the Northeast Dade Bike Path Project at North Miami Beach, Florida

Previously, this project received an appropriation of $735,250 for FY 1992, and $400,000 for FY 1993, from the Federal Highway Fund for the design and construction of the North Miami Beach section of the Northeast Dade Bike Path Project. This 6.5 mile bike path is the central segment of the northeast Dade County bike path plan. Congress funded both the northernmost segment, in unincorporated Dade County, and the southern segment, in the City of North Miami, at the same time.

Because of an administrative error, this critical middle part of the Northeast Dade Bike Path Project - the North Miami Beach section - was given a lower priority than the northern and southern sections. The $1,135,250 in previously appropriated funds for the North Miami Beach section were then picked up and rescinded in conference report 103-424, which accompanied H.R. 3759, the Emergency Relief Act. However, because the North Miami Beach section connects the upper and lower sections of the bike path, it is a critical and necessary part of completing the Northeast Dade Bike Path Project.

To further underscore the ongoing activity associated with this project, on April 21, 1993, the City of North Miami Beach and the Florida State Department of Transportation executed a joint participation agreement for the design of the North Miami Beach bike path. The City of North Miami Beach is expending over $35,000 in surveying, mapping, engineering and design costs. The design phase has been completed on time and permits are ready to be obtained from all pertinent agencies.

It is vital that the committee authorize and reinstate this project so that the North Miami Beach bike path, which conforms to the highest standards of bike path design and enhances the linear park concept in the heart of a densely populated urban area, can be restored as the critical link in the Northeast Dade bike path system.

The Port of Palm Beach Intermodal Highway Improvement Project

The Port of Palm Beach is braced to significantly increase its activities. Several important factors have come together which are allowing the Port to substantially improve its facilities and operations. I am pleased to say that at a cost in excess of $100 million, these newer facilities will be paid for largely with port, local government, and private financing.

Before these improvements take place, though, it is essential that local road improvements be made to facilitate the flow of port-related traffic, and relieve additional congestion that will otherwise result from increased tonnage moving through the Port.

The single greatest limiting factor to the Port's ability to generate additional employment and economic activity is the congested chokepoint at the at-grade intersection of U.S. 1 and State Road 710. This chokepoint effectively cuts the Port of Palm Beach into four pieces, creating an extremely inefficient

situation for movement of goods and services. U.S. Highway 1 and State Road 710 both carry all of the Port traffic and all local traffic for cruise passengers attempting to access the cruise terminal located in the Port of Palm Beach.

The removal of the at-grade bottleneck created by U.S. 1/State Road 710 by elevating the roadway within the ultimate Port boundaries will greatly improve the ability of the Port to increase its landside efficiency. Some Port activities, such as the container operations, will be able to double their throughput once U.S. 1 is elevated. Other tenants, particularly those representing Florida's agricultural interests, are already meeting the needs of their markets, but more efficient and safe landside transportation systems will help their competitiveness in the international market. The Port estimates a $300 million annual increase in export potential from the Port as soon as U.S. 1 is elevated.

These improvements are expected to cost $13.9 million and 20% of those monies will come from nonfederal sources. I respectfully request an authorization of $11.1 million for the road improvements in the impending legislation under consideration.

Metropolitan Dade County Program of Interrelated Transit Projects

The various transportation-related agencies in Dade County have developed and proposed a Program of interrelated Projects as defined in Section 3(a)(8) of the Federal Transit Act. This intermodal program is reflective of Dade County's approved Long-Range Transportation Plan which is structured to resolve critical mobility and traffic congestion concerns in the greater Miami area.

Metropolitan Dade County seeks only 25% in Federal Transit Funds as part of the financing package. State and local dedicated taxes and other non-federal sources to initiate this program are already in place.

The Dade County Program is truly intermodal in nature in that it combines transit and companion roadway improvement projects to provide critical transportation links between one of the nation's busiest airports, the world's busiest cruise port, high-density residential areas and some of the major tourist and international business centers in the western hemisphere. Key elements of the program also link components of the proposed National Highway System with Commuter Rail, Intercity Rail and future High-Speed Rail into one County-wide coordinated transportation system.

The partnership between various State and local agencies jointly involved in this program is truly unique in the country and closely approximates the attitude and cooperative intent envisioned by the ISTEA drafters. I believe that this joint commitment to solve the region's transportation problems will continue with the requested federal funding assistance, ensuring that agencies will successful implement the entire program.

Dade County has already demonstration its ability to fulfill the federal trust. Its latest federal-participation transportation project is being completed on schedule and

approximately ten percent under budget. Additionally, Dade County materially contributes to its environmental welfare, as shown by its recent request to the Environmental Protection Agency for redesignation from "non-attainment" for the Dade County area as well as the rest of the State.

The proposed Program of Interrelated Projects is of national as well as local significance because of the international impact of the Dade County area, which serves as both a passenger and cargo gateway for Central and South America. I, along with the rest of Metropolitan Dade County's congressional delegation, strongly support and endorse this critical program.

Florida Tri-County Commuter Rail Authority (Tri-Rail)

Tri-Rail has operated since 1989 and has been receiving annual Section 3 capital appropriations from Congress for the past several years. In addition, it has received funds from the Florida Department of Transportation and the local communities through which the 67-mile commuter rail project runs.

Due to a House rules question, Tri-Rail seeks to ensure proper authorization for appropriations, to the extent required by Congressional rules, in conjunction with a multi-year funding request for Section 3 FTA funds for the upgrading and double-tracking of the rail corridor which serves Tri-Rail commuter trains. Tri-Rail's existing corridor is used by Amtrack service, CSXT freight service and is anticipated to service High-Speed-Rail in the near future. I respectfully request that Tri-Rail receive the proper authorization needed for this project.

The Widening and Improvement of State Road 7

State Road 7/US 441 is a critical north/south corridor within the state. It has been designated as a vital part of Florida's northbound emergency evacuation plan, and is of great importance to the citizens of the entire region.

Since the mid-1980's, Palm Beach County citizens, local planners, and more recently, elected policy makers and Florida Department of Transportation (FDOT) officials, have identified the two-lane segment from Yamato Road to Okeechobee Boulevard as one of the most structurally deficient and unsafe northbound corridors in the vast south Florida roadway network. SR 7/US 441 is the only remaining two-lane north/south State and Federal highway in Palm Beach County, and it has a mixed use of vehicles ranging from large trucks and slow moving farm vehicles to heavy commuter traffic, school buses and bicyclists -- all traveling on substandard highway conditions. Due to the poor condition of SR 7/US 441, the Palm Beach County MPO ranks the road as the number one priority on the unfunded construction list.

Moreover, as a result of the road's hazardous nature, the MPO has expedited, and the FDOT has completed, design of all sections of the roadway. In addition, the MPO has allocated all monies necessary for the right-of-way purchase. However, without immediate funding for improvement (i.e. construction) for the entire project, SR 7/US 441 will remain an extremely hazardous

roadway, with the number of accidents increasing even in normal conditions, as congestion worsens.

Of course, as a hurricane evacuation route, SR 7/US 441 must be prepared to face conditions that are far from normal. One of the most lingering images from Hurricane Andrew is the bumper-to-bumper traffic evacuating Dade and Broward Counties on northbound routes. Residents fled north to avoid the worst storm in U.S. history -- only to find that they were trapped on the congested highways for hours. Despite the best evacuation plans for the region, it was clear that there were insufficient safe, dependable northbound traffic lanes to handle the volume of people fleeing the disaster.

The most critical bottleneck identified during the evacuation was the narrow 9 mile wide area in Palm Beach County, restricted on one side by the Atlantic Ocean and on the other by the Loxahatchee Wildlife Refuge. At this point, the 19 northbound traffic lanes from Broward County collapse into only 8 lanes as they flow through Palm Beach County. This bottleneck reduced the number of vehicles that were able to escape the storm by one-half. Over 3.5 million people live south of this critical juncture. Given that SR 7/US 441 is one of these 8 northbound lanes, its poor condition drastically compounds the risk of fatalities during another such exodus.

Therefore, I, along with the rest of Palm Beach County's congressional delegation, believe there is an immediate need to accelerate the widening and improvement of SR 7/US 441 and request your authorization for this project.

I appreciate your careful consideration of these important projects.

PORT EVERGLADES
Hollywood/Ft. Lauderdale/Dania

Port Everglades Authority
1850 Eller Drive
Fort Lauderdale, FL, U.S.A. 33316-4201
(305) 523-3404, Ext. 609 • Fax (305) 523-3413

James J. O'Brien
Port Director

January 5, 1994

The Honorable E. Clay Shaw
2267 Rayburn House Office Building
Washington, DC 20515

Re: Committee on Public Works and Transportation -- NHS Legislation and new authorizations due January 7, 1994

Dear Congressman Shaw:

Enclosed please find for your ready reference a copy of pages E2405 and E2406 of the Congressional Record of Wednesday, October 13, 1993, regarding authorization for ISTEA (The Intermodal Surface Transportation Efficiency Act of 1991) projects. Congressman Rahall, Chair of the Subcommittee on Surface Transportation, has stated in the Record that as part of the NHS legislation the Subcommittee will consider new authorizations for new projects provided that Members submit a request and specific information about the project by January 7, 1994. The specific information is referenced in the Record as a list of questions found on page E2406 for which responses are required. I have enclosed this information for questions and answers which describe the scope of a project to widen and realign Eller Drive, a major thoroughfare and principal access road connecting Port Everglades to I-595, as well as a drawing of the proposed project.

Eller Drive, as the main artery for the Interstate Highway and Florida Turnpike System to Port Everglades and the gateway to our new Southport Container Terminal and Midport Cruise Terminals carries heavy traffic. Average daily trips on Eller Drive are presently estimated to be 11,000 year round with peak volume trips increasing during the winter cruise season. The Port continues to see increasing growth in container cargo volumes with a 30% increase in 1993 over the prior year. Port Everglades also entertains the second highest cruise passenger traffic in the nation. The bottlenecks that can occur at the major intersections on Eller Drive are a public safety concern that can be corrected with the widening improvements.

PORT EVERGLADES
Hollywood/Ft. Lauderdale/Dania

The Honorable E. Clay Shaw
January 5, 1994
Page #2

On behalf of Port Everglades, please submit the information enclosed herein to the Chair of the Subcommittee on Surface Transportation by January 7, 1994. Thank you for your attention to the matter.

Sincerely,

James J. O'Brien
Port Director

JOB:MA:rm
Enclosures

cc: The Honorable Chair and Commissioners

1. Identify the State or other qualified recipient responsible for carrying out the project.

Port Everglades Authority

2. Describe the design, scope and objectives of the project, including the phase or phases proposed for funding.

To widen and realign the middle 4,000 linear feet of Eller Drive, a main access road into the Port, to obtain an unrestricted four-lane thoroughfare from the Port's cruise terminals and container terminals in the Midport area to I-595, I-95, the Florida Turnpike, and I-75. The project will also replace an existing two-lane bridge across a canal with a new four-lane bridge and will include the horizontal realignment and widening from two lanes to four lanes of the adjoining portions of Eller Drive. Storm drainage improvements, utility relocations and installation of a new water main are also included.

3. Is the project eligible for the use of Federal-aid fund?

This project should be eligible because of its connection with I-595, providing direct access to the Port. Interstate 595 terminates within the Port where it becomes Eller Drive.

4. What is the total project cost and source of funds?

The total project cost is $3.25 million. The Port Authority will be able to participate in the funding for a portion of the total project cost.

5. Will there be private sector funding for a portion of the project and, if so, how much private sector financing is being made available for the project?

No.

6. Will the completion costs for the project exceed the amounts requested for the project?

No.

7. Has early work, such as preliminary engineering and environmental analysis been done on the project?

Preliminary engineering and environmental analysis are completed. Technical specifications and contract documents have to be revised.

8. What is the proposed schedule and status of work on the project?

It will take approximately 30 days to revise the technical specifications and contract documents. The proposed schedule will be to advertise for construction bids after the technical specifications and contract documents are revised and the funding is arranged. Approximately two months should be allocated for bidding and award of contract, and approximately nine months to one year for construction.

9. Is the project included in the metropolitan and/or State transportation improvement plans(s), and if so, scheduled for funding?

The project is included in the Broward County Metropolitan Planning Organization Transportation Improvement Program (MPO TIP) as an unfunded priority project.

10. Is the project considered by State and/or regional transportation officials as critical to their needs?

The project is ranked No. 18 out of a total 38 projects on the Broward County MPO TIP.

11. Why have State and/or regional transportation officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process?

Higher priority projects have preceded this project.

12. Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?

Surface water management, sanitary sewer/potable water, and dredge/fill permits are required for this project. These permits have not been obtained. However, acquisition of the required permits is expected to be routine.

13. How will the project objectives be obtained?

Eller Drive is the principal access road into Port Everglades from I-595. Because of the various industries within the Port, traffic on Eller Drive is made up of tractor trailer trucks, truck-mounted cranes, forklifts, buses, taxicabs, and private passenger automobiles carrying tourists and local labor. Eller Drive accommodates this diverse traffic to the general cargo and container cargo operations at the Midport cargo yards; to the Port Authority Administration and Public Safety Buildings; and to the Midport cruise terminals. A policy within the Port Everglades Comprehensive Plan is to provide public access to cruise terminals, special events and offices while maintaining the appropriate traffic circulation

for other waterborne commerce and industrial facilities. These improvements will help to fulfill this policy.

The western portion of Eller Drive, located at the terminus of I-595 is a four-lane roadway. The road narrows to two lanes as it continues east into the Port, creating bottlenecks at times at the intersections with S.E. 18th and S.E. 19 Avenues, two major intersections within the Port. There is also dense overloading of traffic at the eastern segment of Eller Drive on weekends when cruise ships are embarking and debarking cruise passengers. Average daily trips on Eller Drive are estimated to be 11,000. However, on weekends during the cruise season, from October through May, the AM peak hour volume of one way trips has been estimated to be 900.

Construction is currently underway for a 1,000-space parking facility on Eller Drive to facilitate the storage of vehicles of cruise passengers. The parking structure, which will be completed in April 1994, will be located at the eastern segment of Eller Drive where the heaviest concentration of vehicular and pedestrian traffic occurs on weekends.

14. Describe the economic, energy efficiency, environmental, congestion mitigation and safety effects associated with completion of the project.

The completion of the road improvements will improve the capacity of Eller Drive to sustain future traffic projections that will result from future port development. These improvements are expected to provide sufficient capacity to Eller Drive through the year 2015. The bottlenecks that occur at the major intersections on Eller Drive are a public safety concern that will be corrected with the widening improvements. The improvements will also better facilitate the mixture of traffic as well as turning movements to and from streets perpendicular to Eller Drive.

15. Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded?

No.

16. In lieu of the proposed project, what other transportation strategies have been considered by State and local transportation officials?

No other projects have been proposed by state or local transportation officials, although there is a project that is being reviewed for its feasibility by State officials as ancillary to the Eller Drive improvements. It is a return loop ramp to the Fort Lauderdale-Hollywood International Airport off of Eller Drive to facilitate cruise passenger traffic travelling from the seaport to the airport.

17. Is the authorization requested an increase to a previously authorized amount for this project, or would this be the first authorization for this project? Has this project previously received Federal fundings, commitments regarding future Federal funding (such as an LOI or Full Funding Agreement), or appropriations?

No, this is the first request for authorization.

18. If Highway Trust Fund revenues are not made available for the project, would you support general fund revenues for it?

Yes.

BRIEFING PAPER FOR:

US House of Representatives
Committee on Public Works and Transportation
Subcommittee on Surface Transportation
March 1994

PORT EVERGLADES
Hollywood/Ft. Lauderdale/Dania

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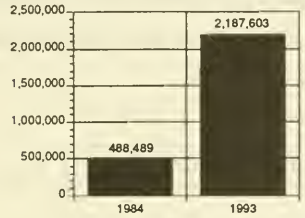
Exhibits
   1. Aerial photograph of Port Everglades
   2. Aerial photograph of project site
   3. Graphic depiction of project site

1. Background information about Port Everglades:

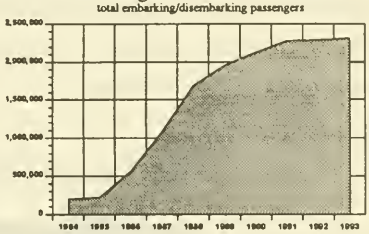
Port Everglades, located 23 miles north of Miami, has emerged as a major transportation hub for cargo and cruise operations. This evolution started in the late 1970s when the Port Everglades Authority decided to diversify from the seaport's traditional role as a bulk petroleum transfer facility and sought to secure new commodities and regain its share of a growing cruise industry. Historic growth in container tonnage and passenger traffic is shown below. Today Port Everglades is ranked as the 13th busiest container Port in the US, 2nd busiest cruise Port in the world, the US Navy's favorite liberty Port, is the second largest non-refinery petroleum facility on the east coast, is home to Florida's largest operating Foreign Trade Zone, and has a thriving bulk (recyclable metal, gypsum, & cement) and break bulk (lumber, recyclable paper, & steel) operation. An aerial photo of the seaport, exhibit #1, is provided in this briefing paper.

Port Everglades Container Tonnage



Port Everglades Cruise Traffic

total embarking/disembarking passengers



This seaport boasts several marketing advantages. As the deepest harbor south of Norfolk, Virginia, Port Everglades can accommodate any vessel currently in operation or planned for future use. This has allowed us to attract approximately 100 vessel calls annually by the US Navy, US Coast Guard, and the NATO fleet to Port Everglades. With our harbor depth we can accommodate all vessels in the fleet including Nimitz class aircraft carriers. The seaport also has the straightest and shortest entry channel of any east coast Port. Transit time from the sea lanes is approximately 30 minutes. South Florida's proximity to the Caribbean has proven beneficial not only from a cargo perspective (US exports to the Caribbean are particularly strong) but to the cruise industry as well.

Port Everglades is poised to become a gateway facility with the additional container capacity at its Southport Container Complex. That added capacity combined with the exceptional highway connections (I-595 has its eastern terminus at the seaport's entrance) and the proximity of the Florida East Coast Railway's intermodal yard bodes well for the seaport's continued growth as a transportation hub, or gateway facility, for containerized cargo. However, further highway and railroad access improvements are necessary if the seaport's growth is to be ensured. Port Everglades is geographically situated to take advantage of the historically strong east/west trade between the US and Europe, and the north/south trade between Canada, the US, and Latin America.

Over the past five years the seaport has invested over $135 million in capital improvements to meet the needs of the maritime industry. That investment has had a dramatic impact on our local economy. According to a study utilizing an economic impact kit provided by the US Maritime Administration, **Port Everglades provides an annual economic impact of $3.5 billion** to our surrounding communities. The growth experienced at the seaport also has a positive effect for the US Customs Service. Port Everglades operations in 1993 generated $47 million in US Customs collections which go directly to the US General Treasury.

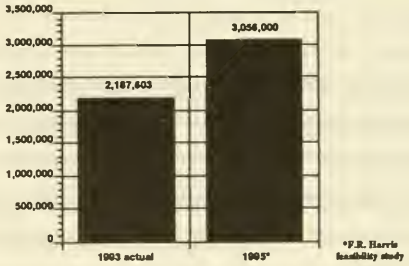
2. Future for Port Everglades:

A. Cargo operations

Cargo operations at the seaport will continue to grow well into the next decade. The new Southport Container Complex enhanced Port Everglades' container capacity when it became operational last year. Southport, a 155 acre facility, offers lift on/lift off container handling capabilities with three low profile/post-Panamax container gantry cranes, three roll on/roll off ramps, and 4,600 linear feet of berthing. The two principal users of the facility are the American owned shipping lines Crowley Maritime and Sea-Land Service. Improved rail access via an **Intermodal Container Transfer Facility (ICTF)** for Southport is the subject of a feasibility study as part of a joint effort between the Port Authority and the State of Florida Department of Transportation.

Port Everglades posted a 31% increase in container tonnage in 1993 compared to 1992 and we expect growth to continue through this decade with import and export trade with our Latin American trading partners playing a significant role. Further at such time as trade with Cuba may resume, that market will have a major impact on Port Everglades' cargo operations. Initially the greatest impact will be on self-sustaining container ships and roll on/roll off vessels. The Florida Ports Council, an association composed of Florida's deep water seaports, projects that containerized cargo shipped through South Florida seaports to Cuba may reach 300,000 TEUs (twenty foot equivalent units) within the first five years after Cuba opens to free trade. The advent of NAFTA should also have a positive effect on container traffic as noted by the experience of Crowley Maritime which successfully initiated a service to Mexico several months ago. However, current infrastructure at all South Florida seaports is reaching critical capacity. Additional land for staging the containers, improved highway connections, and enhanced rail access are needed to effectively meet the anticipated demand. Projects such as the Eller Drive expansion will prove to be imperative in order to meet the anticipated growth in container traffic. Projected container tonnage through 1995 is shown on the following page.

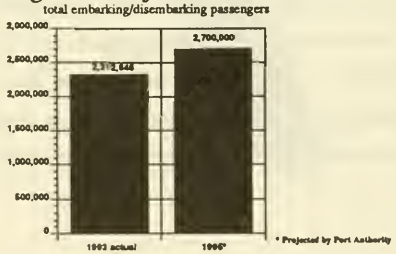
Port Everglades Projected Container Tonnage



B. Cruise operations

Over 6.7 million cruise passengers passed through Florida seaports in 1991, with Port Everglades and the Port of Miami responsible for 80% of that total traffic. **South Florida and Port Everglades will continue to be the cruise gateway to the Caribbean.** Our South Florida location provides cruise operators with a central location to initiate cruises to the Caribbean. Port Everglades hosted 2.3 million passengers in 1993 and projections for 1995 call for 2.7 million passenger movements. The seaport's proximity to the Fort Lauderdale/Hollywood International Airport is an important element in those projections and Port Everglades is working closely with the airport to enhance the airlift from key regions domestically and internationally. Projected cruise traffic through 1995 is graphically depicted below.

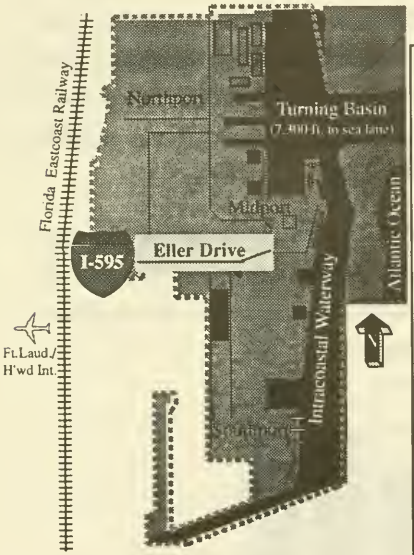
Port Everglades Projected Cruise Growth



3. Eller Drive Expansion:

A. Current status

Eller Drive expansion is a project vital to meet the anticipated growth in cargo and cruise traffic at the seaport. As shown below, the Port's "main entrance" is located at Eller Drive which is the eastern terminus of Interstate 595. Currently Eller Drive narrows to a two lane highway approximately 1,000 feet from the eastern terminus of I-595. This causes severe bus and private vehicle traffic congestion during peak cruise operations. Further, truck traffic is adversely affected due to the ingress/ egress of containers traveling to the Florida Eastcoast Railway yard located northwest of Eller Drive and the normal flow of trucks traveling to/from the interstate highway system via I-595. This congestion also presents a significant public safety issue as well. The present configuration is shown in the graphic below and in exhibit #2.



Port Everglades Jurisdictional Area

* Northport:
  Convention Center, passenger terminals, petroleum slips, ro/ro operations
* Midport:
  Container operations, passenger terminals, lumber & steel storage, Foreign Trade Zone
* Southport:
  Container operations
* Rail access:
  Florida Eastcoast Railway yard 1,500 yards from seaport
* Interstate access via Eller Drive/I-595
* Air access via Fort Lauderdale/Hollywood International Airport

denotes project area

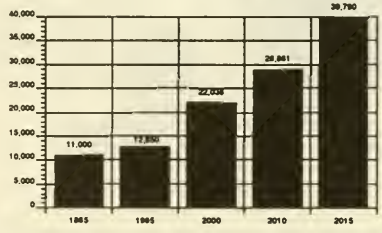
B. Description of project

The Eller Drive expansion project will widen and realign the middle 4,000 linear feet of Eller Drive to obtain unrestricted four-lane access from the seaport's cruise terminals and container terminals to I-595, I-95, the Florida Turnpike, and I-75. The project will also replace an existing two-lane bridge across a canal with a new four-lane bridge and will include the horizontal realignment and widening from two lanes to four lanes of the adjoining portions of Eller Drive. Storm drainage improvements, utility relocations and installation of a new water main are also included. Exhibit #3 shows the current configuration of Eller Drive and the proposed enhancements.

As the primary access road into Port Everglades from I-595, Eller Drive accommodates a diverse stream of traffic. This ranges from tractor trailer rigs, petroleum tankers, truck mounted cranes, forklifts, buses, taxicabs, and private automobiles carrying tourists and employees of the industries located at the seaport. Eller Drive accommodates this diverse traffic to the general cargo and container operations at the Midport and Southport terminals, to the Port Authority Administration and Public Safety Buildings, and to the various cruise terminals at the seaport. It also is an integral part of local public vehicular traffic patterns. A policy within the Port's Comprehensive Plan is to provide public access to cruise terminals, offices, and events while maintaining the appropriate traffic circulation for other waterborne commerce and industrial facilities.

Average daily trips on Eller Drive are estimated to be 11,000. However on weekends during the cruise season, from October through May, the peak hour volume of one way trips has been estimated to be 900. Shown below is a graphic depiction of average daily trips from 1993 through 2015.

Average Daily Trips



The completion of the road improvements will enhance the capacity of Eller Drive to sustain future traffic projections that will result from future seaport development. These improvements are expected to provide sufficient capacity to Eller Drive through the year 2010. The bottlenecks that occur at the major intersections on Eller Drive are a public safety concern that will be corrected with the widening improvements.

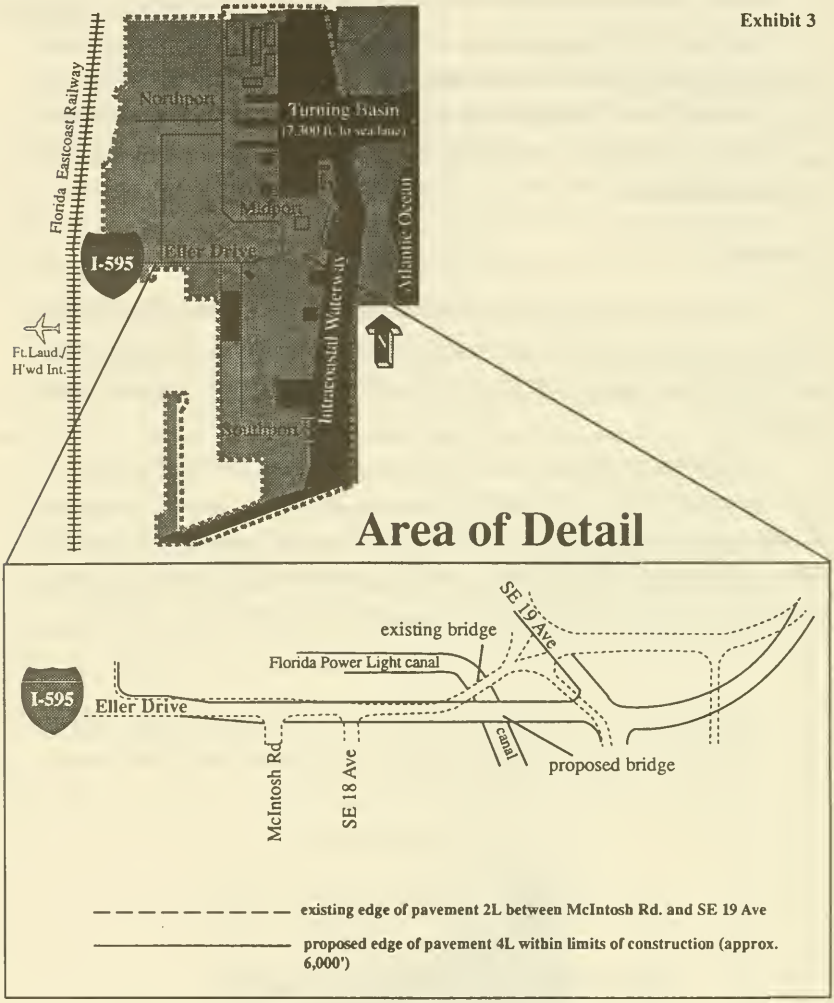
C. Summary

Total project cost is $3.25 million with preliminary engineering and environmental analysis completed. The project is included in the Broward County Metropolitan Planning Organization Transportation Improvement Program (MPO TIP) and is ranked 18 out of 38 projects on the Broward County MPO TIP.

The expansion of Eller Drive is a model ISTEA project. Access to sea, rail, air, and overland connections are all within a 1.5 mile radius of the project area. This project is cost effective, addresses the public safety issues, and is an integral part of the development of an intermodal container transfer facility which will have a tremendous impact on the future container handling capacity of the seaport. We appreciate your interest in Port Everglades and we look forward to working with you on this project.

Port Everglades Authority
1850 Eller Drive
Fort Lauderdale, Florida 33316
305-523-3404

Exhibit 3


Florida Eastcoast Railway
Northport
Turning Basin
(7,300 ft. by 450 ft. channel)
Midport
Eller Drive
I-595
Atlantic Ocean
Intracoastal Waterway
Ft.Laud./
H'wd Int.
Area of Detail
SE 19 Ave
existing bridge
Florida Power Light canal
I-595
Eller Drive
Canal
proposed bridge
McIntosh Rd.
SE 18 Ave
existing edge of pavement 2L between McIntosh Rd. and SE 19 Ave
proposed edge of pavement 4L within limits of construction (approx. 6,000')

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4TH DISTRICT VIRGINIA

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MILITARY ACQUISITION

SMALL BUSINESS COMMITTEE
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PETERSBURG, VA 23805
804-732-2544

EMPORIA EXECUTIVE CENTER
425H SOUTH MAIN STREET
EMPORIA, VA 23847
804-634-5575

REMARKS OF CONGRESSMAN NORMAN SISISKY
BEFORE THE SUBCOMMITTEE ON SURFACE TRANSPORTATION
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

MARCH 15, 1994

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE, I AM GLAD TO HAVE THE OPPORTUNITY TO EXPRESS MY SUPPORT FOR A PROJECT THAT'S VERY IMPORTANT TO THE PEOPLE OF SOUTHEAST VIRGINIA.

I KNOW YOU HAVE MANY WITNESSES TODAY, SO I'LL TRY TO KEEP THIS SHORT AND SWEET.

BATTLEFIELD BOULEVARD -- ALSO CALLED ROUTE 168 -- IS AN EXTREMELY CONGESTED HIGHWAY THAT STRETCHES FROM I-64 IN CHESAPEAKE, VIRGINIA TO THE NORTH CAROLINA STATE LINE.

SOME OF YOU MIGHT KNOW THIS ROUTE, BECAUSE IT'S THE EASIEST WAY TO GET TO THE NORTH CAROLINA OUTER BANKS FROM HERE.

IF YOU'VE DRIVEN ALONG ROUTE 168, YOU CAN'T HELP BUT NOTICE THE CONGESTION. AND THE MAIN REASON IT'S SO CROWDED IS THAT EIGHTY [80] PERCENT OF THE TRAFFIC COMES FROM OUTSIDE THE AREA.

OF COURSE, THIS IS A GREAT INCONVENIENCE TO LOCAL RESIDENTS, BUT IT'S ALSO A DANGEROUS SITUATION.

BATTLEFIELD BOULEVARD IS THE PRIMARY HURRICANE EVACUATION ROUTE FOR THE OUTER BANKS.

THAT MEANS 200,000 TOURISTS AND 39,000 NORTH CAROLINA RESIDENTS MIGHT ALL HAVE TO SHARE THIS CLOGGED TWO-LANE HIGHWAY IN AN EMERGENCY.

TO ADDRESS THIS SERIOUS SAFETY CONCERN AND HELP RELIEVE CONGESTION ON BATTLEFIELD BOULEVARD, THE CITY OF CHESAPEAKE IS REQUESTING $9.5 MILLION.

LOCAL OFFICIALS IN VIRGINIA AND NORTH CAROLINA HAVE RECOGNIZED THE SERIOUSNESS OF THE PROBLEM AND HAVE MADE THIS PROJECT A TOP PRIORITY. IN ADDITION, I KNOW CONGRESSMAN LANCASTER HAS EXPRESSED HIS SUPPORT, AS WELL AS SENATOR ROBB AND THE VIRGINIA GENERAL ASSEMBLY.

I HOPE MY DISTINGUISHED COLLEAGUES ON THE SUBCOMMITTEE WILL AGREE THAT FUNDING FOR THIS PROJECT IS CRITICALLY NECESSARY.

MR. CHAIRMAN, I WANT TO THANK YOU VERY MUCH FOR THE OPPORTUNITY TO TESTIFY THIS MORNING. IT IS MY HONOR TO BE JOINED TODAY BY THE MAYOR OF CHESAPEAKE, VIRGINIA -- THE HONORABLE WILLIAM WARD. MAYOR WARD WILL GIVE YOU A FULLER PICTURE OF WHY THE BATTLEFIELD BOULEVARD PROJECT IS SO IMPORTANT, AND HE CAN ANSWER ANY QUESTIONS YOU MIGHT HAVE.

* * *

Testimony by George Stewart, Mayor of Provo, Utah

Regarding the I-15/University Avenue Interchange Improvement Program

before the

Surface Transportation Subcommittee

of the

Committee on Public Works and Transportation

March 15, 1994

Mr. Chairman, members of the Public Works Committee, I appreciate the opportunity to speak before you today regarding a regionally significant transportation project in Provo, Utah. Provo has been touted in major business publications as the Silicon Valley of the Rocky Mountain States. Major computer software companies, such as Novell, have established their corporate headquarters in Provo. This has caused an unprecedented rate of economic growth, which has created an urgent need for transportation improvements in the Provo-Orem area.

The most urgently needed transportation project in the region is the I-15/University Avenue Interchange Improvement Project. This interchange is located near the East Bay Business Park, which has been the nucleus of business development in Provo. Starting out as a fledgling business park in the early 1980's, this area now employs over 7,000 people, including Novell, which is now a major international company. According to Forbes

magazine, Novell is a key player maintaining the United States' dominant role in worldwide software development and sales. Over 60 percent of these people commute from cities north of Provo including many from the Salt Lake City metropolitan area, which is about 30 miles north. Another 16 percent of commuters come from areas south of Provo. As you can see, Mr. Chairman, almost all of the commuters coming to Provo use the I-15 corridor, and must use the University Avenue Interchange. In addition, job growth is expected to increase by almost 60 percent over the next five years. This economic vitality will be stifled, however, without significant improvements being made to the I-15/University Avenue Interchange, which will improve access to and from this area.

We are requesting $17.5 million in authorization from your Subcommittee, Mr. Chairman, to provide improved access to and from this vital area of job growth. The total cost of the interchange improvement project is approximately $28 million. The State has provided $2 million already for environmental and design work on this project, and a federal appropriation of $4.2 million was provided in fiscal 1993. The 20 percent local match of $3.5 million will be provided by the State. Preliminary engineering and environmental studies have been completed, and this project would be ready to go to construction in 1995.

The scope of the project can be broken down into two different segments:

1. Extending 1860 South to west of I-15, a vital north-south interstate in Utah, constructing 1860 South/I-15 east side ramps and northbound exit ramps, improving East Bay Boulevard north of 1860 South, constructing the

University Avenue extension, reconstructing the University flyover I-15 southbound ramp, and constructing 1860 South to a new southbound I-15 ramp;

2. I-15 would be widened from four to six lanes from SR-75 through the University Avenue interchange.

The I-15/University Avenue Interchange Improvement Project is vital from an air quality perspective. Utah County is a moderate nonattainment area for carbon monoxide, which is largely caused by the location of the Wasatch Front, which is the mountain range surrounding Provo, and the resulting temperature inversions which trap pollutants in the valley. Environmental studies show that improved traffic circulation from this interchange project will decrease pollutants in the area. The Mountainlands Association of Governments, which is the MPO in the Provo-Orem metropolitan area, strongly supports the funding of this project, as does the Utah Department of Transportation (UDOT). The FHWA Salt Lake City District office and the Utah DOT have indicated that the I-15/University Avenue Interchange Improvement Project is on the Transportation Improvement Program (TIP). The Record of Decision (ROD) for the University Avenue Interchange Project will be completed before November of this year, which will ensure that Clean Air Act sanctions will be avoided for this project. In short, Mr. Chairman, if you decide to fund the University Avenue Interchange Improvement Project, you will find a project that is truly "ready to go". Neither the ISTEA Planning Regulations nor the 1990 Clean Air Act requirements will prevent this project from progressing.

The City of Provo and the Utah Department of Transportation have been working hard to ensure the success of this project. However, federal funds are critical to the continued success of the I-15/University Avenue Interchange Project. According to the Utah DOT, the states annual obligation ceiling of approximately $110 million for federal highway funds is sufficient only to preserve the existing road system. Funding for improvements must be obtained elsewhere. That is why I respectfully request that your Subcommittee, Mr. Chairman, authorize $17.5 million for the I-15/University Avenue Interchange Improvement Project. Thank you again for the opportunity to testify before your Subcommittee, Mr. Chairman.

FTF

TESTIMONY OF
THE HONORABLE LOUIS STOKES (D-OH)
BEFORE THE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
SUBCOMMITTEE ON SURFACE TRANSPORTATION

MARCH 15, 1994

Mr. Chairman, thank you for allowing me to submit this testimony in support of the Greater Cleveland Regional Transit Authority (RTA) request for $1.2 million to conduct an engineering study of alternatives for an intermodal rail hub in downtown Cleveland under the National Highway System authorizing legislation.

The RTA study will examine the three strongest options for location of an intermodal hub in downtown Cleveland: (1) Tower City south of Huron Road, (2) Tower City under Huron Road, and (3) a Waterfront site in the vicinity of East 6th Street or East 12th Street. The intermodal hub will integrate Cleveland's existing bus, rapid transit, and intercity rail services, as well as future commuter rail and high-speed rail services. The engineering study would provide the basis for developing long-range plans to build an intermodal, high-speed rail hub with connections to Akron, Columbus, Cincinnati, Toledo, Detroit, Buffalo and Pittsburgh.

Mr. Chairman, this project enjoys broad-based support in the region, and funding for this preliminary engineering study will be viewed as the catalyst for the creation of a high-speed rail network in the State of Ohio. If the question is not resolved with respect to construction of a new railroad passenger terminal in downtown Cleveland, the prospect of reestablishment of high-speed, inter-city, or commuter rail is greatly diminished as a viable element of the transportation mix for Northeast Ohio. I strongly urge the Subcommittee on Surface Transportation to give this project full and fair consideration.

Thank you.

TESTIMONY OF HON. ROBERT G. TORRICELLI

BEFORE THE HOUSE SUBCOMMITTEE ON SURFACE TRANSPORTATION

MARCH 15, 1994

Thank you, Mr. Chairman, Members of the committee, for your diligent work on a new highway authorization bill and for providing me with the opportunity to testify before you today.

I am here today to testify on the need for federal funding to repair the interchange between Routes 4 and 17 in Paramus, New Jersey. This interchange has become one of the worst bottlenecks in the Northeast and, indeed, in the entire country.

Three years ago, thanks to the work of this committee, Congress passed one of the most important public works bills of this century -- the Intermodal Surface Transportation Efficiency Act. In my mind, the most important word associated with this legislation is "efficiency." The bill was designed to improve the competitiveness of American businesses and to reduce senseless losses of energy by repairing bottlenecks and making our highway system better able to handle the volumes of the 1990s.

I argued at the time that the repair of the Routes 4 and 17 interchange was one project that perfectly fit the criteria developed by this committee. This interchange has literally become a traffic nightmare -- certainly one of the worst in our state, and I am certain one of the worst in the country.

The interchange is located at the heart of Bergen County's commercial activity. It serves as both the primary east-west connection between New Jersey and Manhattan, connecting with the George Washington Bridge; and as a crucial north-south connection between Bergen County and the rest of New Jersey via the Garden State Parkway. It also serves vehicles destined for the Garden State Plaza, New Jersey's largest mall, which is currently expanding.

Unfortunately, this interchange was built in the 1930s, when it sat among celery farms. It was designed before the mass exodus of city dwellers to the suburbs that occurred after World War II. Indeed if one examines how Bergen County has grown in the past 40 years, one can plainly see how an interchange built in 1932 is outdated and overmatched.

* Between 1950 and 1990, Bergen County's population increased by 53% -- from 539,000 to 827,000.

* Dwelling units doubled from 162,000 to 325,000;

* The number of employees quadrupled from 107,000 to 407,000;

* And automobile registrations tripled from 163,000 to 544,000.

This terrible bottleneck has become an enormous impediment to the economic health of Bergen County. Congestion is so bad that it is very difficult to get employees to and from work, which affects the willingness of industries to locate in Bergen County. The unbearable congestion also affects the willingness of potential customers to visit our commercial establishments.

When the interchange was built, it was designed to handle 12,000 cars per day. Today, approximately 250,000 cars navigate the interchange daily. As a result, it has become not only an inconvenience to motorists and a drain on our economy, but also a menace. In fact, this is one of the highest accident interchanges in New Jersey, with an average of one accident occurring every day in the immediate vicinity of the interchange.

There is also the problem of air quality. New Jersey is facing enormous difficulties meeting requirements of the 1990 Clean Air Act. A major contributor is the Routes 4 and 17 interchange, where cars sit needlessly idling for the better part of every day in bumper-to-bumper traffic. We will never meet our air quality requirements if interchanges like this one are not repaired.

I am pleased to say that the logic of repairing this interchange was not lost on this committee and this Congress three years ago. The ISTEA legislation authorized $5.7 million to begin the redesign process. And that same year, Congress appropriated another $4 million as part of the Transportation Appropriations bill to commence right-of-way acquisitions.

Which brings us to today. After two years of planning, county and state engineers have come to agreement on a design for the new interchange. With a concept in place, we will now move immediately to actual pre-construction engineering and design work.

The design plan that has been selected is a superb one. It would eliminate part of a dangerous cloverleaf and replace it with two "fly-over" ramps that will allow drivers to merge more easily onto Route 4 from Route 17. It will double -- from four lanes to eight lanes -- the Route 17 bridge over Route 4, which is currently the cause of monumental traffic jams at all times of day. And a new service road connection will remove vehicles destined for the Garden State Plaza from the intersection.

The estimated cost of this proposal is $90 million. The state and county will commit to contributing $10.3 million, and $9.7 million has already been authorized and appropriated by Congress. I would respectfully request that the committee authorize the additional $70 million. These funds will take us through the completion of final design work, the purchase of rights of way that will begin in FY 1996, and the construction phase, which is expected to last from FY 1997 to FY 2000.

Mr. Chairman, when I appeared at a press conference announcing the final design plan a few weeks ago, I stated that this was Bergen County's equivalent to the pharaoh announcing the construction of the pyramids. That was not an overstatement. This interchange has made life miserable for hundreds of thousands of commuters every day, it has diverted business away from one of the nation's largest retail areas, and it has wasted energy and polluted the skies of an environmentally conscious community.

For as long as Bergen County's oldest residents can remember, there has been talk about fixing this interchange. Today, we have an outstanding design plan in place, and we have a bipartisan coalition of Federal, state and local legislators working together to bring about actual construction.

We now ask for the help of this committee in ensuring that this outdated relic of the 1930s is finally replaced. Bergen County needs and deserves a modern interchange that incorporates the engineering expertise and addresses the realities of the 21st century.

Testimony before the
House Subcommittee on Surface Transportation

Honorable Nick Joe Rahall, II
Chairman

March 15, 1994

Honorable Ed Turanchik
Board of County Commissioners
Hillsborough County, Florida

P.O. Box 1110
Tampa, Florida 33601

813/272-5470

Mr. Chairman, Members of the Subcommittee, I am pleased to be here today to testify on a project of great importance to the people of Hillsborough County and the greater Tampa Bay region of Florida.

I am particularly pleased to have the tremendous support and absolutely invaluable guidance offered by Congressman Sam Gibbons and the entire delegation from the Hillsborough County area.

I am here today representing the Hillsborough County Board of County Commissioners, the Tampa Bay Commuter Rail Authority, and the Hillsborough County Metropolitan Planning Organization. I also serve as Chairman of HARTline, our local public bus authority and as Vice-Chairman of the Tampa Bay Commuter Rail Authority. With me is Len Tria, the Executive Director of the Rail Authority. The Rail Authority is a seven member board comprised of representatives from Hillsborough, Pinellas and Pasco Counties. It was created by the Florida Legislature in 1990 for the purpose of developing a regional rapid transit system.

As you may know, the Tampa Bay region has experienced a tremendous growth in recent years, a growth that is expected to continue unabated well into the next century with a population increase of 38% projected over the next 22 years. So that we can begin to plan on how to meet this growth, our state legislature in 1990 established the Tampa Bay Commuter Rail Authority. This authority has determined that, of the four potential commuter corridors in the region, the first line to be constructed should be in the Tampa to Lakeland to Orlando corridor along track owned by CSXT.

I am here today to request funding for the initial segment of that line, from Tampa to Lakeland. For a total cost of under $30 million, we know that we can have this 32 mile segment operational in three years. We are seeking federal assistance totaling 80% of this amount, or about $23.8 million.

Mr. Chairman, our nonfederal match of 20 percent is further supplemented by state, local and private funding currently in place for the restoration of Tampa's beautiful and historic Union Station, Plant City's own historic downtown station, and the relocation of Lakeland's existing Amtrak station to a multi-modal station in downtown Lakeland. This will require only two or three other stations to be built, one or two in the downtown Tampa area and a second in the growing Seffner/Brandon area. So, station work comprises a small portion of the project's total cost.

And, Mr. Chairman, this project is blessed with felicitous circumstances relating not just to our stations, but to our track and rail bed as well. Because the existing track is in excellent condition, allowing rail speed of about 79 miles per hour, most of the funding required to bring commuter rail to our region is for the acquisition of rolling stock. We believe that three train sets will need to be purchased to allow us to operate three peak hour trains a day in each direction, while holding one set in reserve as a hot backup. This proposal will also allow off-peak service in conjunction with Tampa's emerging visitor attractions in downtown Tampa.

We have set a minimum threshold of achieving 25 percent fare box return on this project, but expect to operate at a 50 percent fare box return within a few years. This is based on a travel time of 34 minutes on the service between Lakeland and Tampa, in contrast with a rush-hour commute time on congested I-4 of 54 minutes. Moreover, it is likely that the I-4 commute time will increase once I-4 begins a planned ten-year reconstruction program starting in 1995. In addition, the Tampa/Lakeland line will directly serve Tampa's emerging visitor crescent along downtown Tampa's waterfront. By 1995, as a result of cooperative ventures between Hillsborough County, the City of Tampa, the Port Authority and the private sector, our community will be completing the $90 million Florida Aquarium, a $110 million sports and entertainment arena, and two new cruise ship terminals. Over 4.5 million people will visit these facilities annually. Simultaneously, we will be opening a new federal courthouse in 1997 planned directly adjacent to this line, and a proposed downtown station. The environmental, social and economic value of serving these facilities by commuter rail and by ultimately connecting these activity centers with Orlando and the Disney area are self-evident.

According to the December 1992 U.S. Department of Transportation report, "Commuter Rail State of the Art, A Study of Current Systems," a 50% fare box return would be well in excess of the 45% average revenue/cost ratio found among all existing commuter rail operations, some of which are fully mature, having been in operation for many years, and also in excess of the average return of each and every other mode of public transit in this country; rapid rail transit, light rail transit, diesel bus, and electric bus.

Mr. Chairman, this project will allow us to do many things in the greater Tampa Bay region. It may allow us to mitigate against even greater capacity enhancements on I-4 than are currently planned. It will enable us to improve our air quality. There will certainly be an energy savings. But what I personally find to be among the most exciting yields from this project is the value we will accrue from the possibilities of improved land use. The development of this corridor is certain to catalyze the redevelopment of three downtown central business districts.

The potential to concentrate commercial and industrial land uses around the station sites is enormous, and would certainly result in significantly reduced infrastructure costs. And these savings only begin with the reduced cost of improving local streets and roads. Among other savings to be realized are those associated with providing potable and waste water services to a geographically compact group of businesses. As a member of our metropolitan planning organization, I am tremendously excited about such possibilities and see them as nearly unlimited.

It is important to emphasize that this proposal will not require any federal operating assistance. We have no intention of seeking any such assistance in the future. Instead, any necessary operating assistance would come strictly from state and local funds. Thus, we urge you, Mr. Chairman and the Subcommittee, to consider the relatively low capital cost associated with this project and how a relatively modest expenditure of federal funds will leverage substantial investments by the private sector and state and local government in an important transportation and economic development project.

And I might conclude by pointing out that the project enjoys the support of all the cities along the corridor, civic organizations, and chambers of commerce. I know of absolutely no controversy that this project would engender, and can assure this panel that any funds you see fit to provide would very promptly be put to productive use resulting in a commuter rail line which would certainly be among the most cost-effective new lines this country has built.

Mr. Chairman, that concludes my testimony and I would be pleased to respond to any questions you may have.

CITY OF INGLEWOOD CALIFORNIA
ONE MANCHESTER BOULEVARD / INGLEWOOD CALIFORNIA 90301 1750

STATEMENT OF

EDWARD VINCENT, MAYOR

CITY OF INGLEWOOD

AND

PAUL D. ECKLES, CITY MANAGER

CITY OF INGLEWOOD

before the

SUBCOMMITTEE ON SURFACE TRANSPORTATION

COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

UNITED STATES HOUSE OF REPRESENTATIVES

March 15, 1994

83-614 O - 94 - 33

INTRODUCTION

Mr. Chairman and members of the Subcommittee, I am Ed Vincent, Mayor of the City of Inglewood. I have been a resident of Inglewood for over twenty years. In that time I have served on the Inglewood Board of Education, the City Council and as Inglewood's Mayor for the past twelve years. Paul Eckles, our City Manager, will discuss the details of our funding request to widen Arbor Vitae Street in Inglewood. First I will make some general comments about our City. Let me start by thanking the members of the House Subcommittee on Surface Transportation for the opportunity to speak before you today. I am sure the testimony presented to this Committee over the last several days has shown how important Federal assistance is to cities. I would also like to express my appreciation to Congresswoman Waters for her support of the City of Inglewood's application for National Highway Systems funding. Her appearance here before you is an example of her commitment for the continued development of the cities she represents in Southern California.

THE TRANSPORTATION NEEDS OF THE CITY OF INGLEWOOD

The City of Inglewood is located in the Southern portion of Los Angeles County, often referred to as the South Bay. Inglewood is a medium sized city with a resident population of approximately 113,000. The population is 50% African American, 39% Hispanic, 8% Caucasian and under 3% others. The median household income is $30,000. In December our unemployment rate was estimated at 12.0%, over 30% higher than the Los Angeles County unemployment rate of 8.9%. We are a middle class, majority minority community that struggles with the same issues that many urban areas in Southern California face.

An important asset of any City is its location. [As they say in real estate circles "value is defined by location, location and location."] Inglewood is located in the heart

of a major metropolitan area surrounded by four major freeways: Bounded on the East by the 110 (Pasadena/Harbor Freeway), the West by the I-405 (San Diego Freeway), the South by the I-105 (Glenn Anderson Freeway) and the North by I-10 (Santa Monica Freeway). Inglewood is located just five minutes away from the Los Angeles International Airport (LAX). LAX generates over $28 billion to the Southern California economy and serves over 50 million passengers each year.

Members of this Committee as well as the other members of Congress are aware that the State of California is slowly recovering from an economic recession. However, recent events in Southern California such as the riots, earthquakes, fires, floods and downsizing in our defense industries have contributed to a slow recovery in Southern California. Although Inglewood experienced little damage or property losses as a direct result of the civil unrest and the natural disasters, our revenues have declined during this recession. A small number of local businesses have closed or not reopened. This is largely due to our proximity to the more severely damaged areas in South Los Angeles. Inglewood is, however, located in the heart of an area supported largely by the Southland's aerospace industry and has been severely impacted by these workforce reductions.

Visitor spending generates a significant portion of Inglewood's revenue. The Great Western Forum, home to the Los Angeles Lakers and the Los Angeles Kings, and Hollywood Park Race Track are the two major recreational and entertainment venues in the City. Hollywood Park hosts two major racing meets each year and offers satellite wagering at their location on a year round basis. Over 5 million racing and sports enthusiasts visit these two facilities annually. This number exceeds the attendance levels at both Dodger Stadium and the Los Angeles Coliseum combined.

We also have two major medical facilities in Inglewood that attract both patients and visitors from the Southern California region. Centinela Hospital is nationally recognized for its progressive treatment in sports medicine. It is the official hospital for several Los Angeles professional teams including the Lakers, the Kings and the

Dodgers. Our other hospital, Daniel Freeman, is also nationally recognized for its cardiac care facilities and innovative prenatal and obstetrics medical services. These two major hospitals serve well over 100,000 patients each year. Both patients and visitors also use city streets to access needed medical services.

Inglewood works cooperatively with our businesses to increase entertainment and recreational opportunities for Southern Californians. Currently, Hollywood Park, Inc. is completing a major expansion of its facilities to include a 200 table card casino. The casino is currently under construction and scheduled for completion in late spring. It will operate 24 hours a day and generate approximately 2,000 new jobs. It will serve over a million patrons per year in addition to those already attending on site racing events or for satellite wagering. A 16,000 seat domed concert facility, a major retail center, and a multi-screen theater complex are also planned on the existing Hollywood Park property. The Great Western Forum, located adjacent to Hollywood Park, has recently entered into negotiations for the construction of a new arena that will include luxury suites and increase seating for patrons of sporting events and concerts by 20% from its current 17,500 seats. When completed, the expansions at Hollywood Park and the Forum will significantly increase daytime and evening visitor traffic on already overburdened major arterials in the City.

We have an aggressive economic development program that has attracted high volume retailers such as the Price Club/Cosco, the Home Club, one of the largest KMart stores in the state and a Von's Superstore scheduled to open in May of this year. The City Council recently approved a master plan for revitalization of our Downtown Central Business District that will include an arts and entertainment district for live performance and movie theaters, a mix of specialty retail and an eclectic mix of restaurant facilities. Accessibility and efficient circulation of traffic in our community are critical to our continued growth and economic viability.

THE ARBOR VITAE STREET WIDENING PROJECT

We know that access to jobs and services is essential for the people that live in our cities. As you know, Los Angeles County is a large and sprawling area. [In fact, you can fit a couple of northeastern states within its boundaries.] Because of its size, transportation systems, including streets and highways, to efficiently move people to and from work, recreation activities, service providers and shopping locations are vital to visitors and residents.

Currently, Arbor Vitae is a narrow arterial street that runs east and west through the City of Inglewood. It provides a direct link to the San Diego Freeway (I-405) and Los Angeles International Airport. It also serves as a major arterial for traffic visiting the Great Western Forum and Hollywood Park. The state of California plans to construct a major interchange for the Interstate 405 Freeway that will intersect at Arbor Vitae. The interchange construction has been delayed by the inadequate capacity of Arbor Vitae. This arterial must be widened to meet the anticipated increase in traffic from both state and local actions.

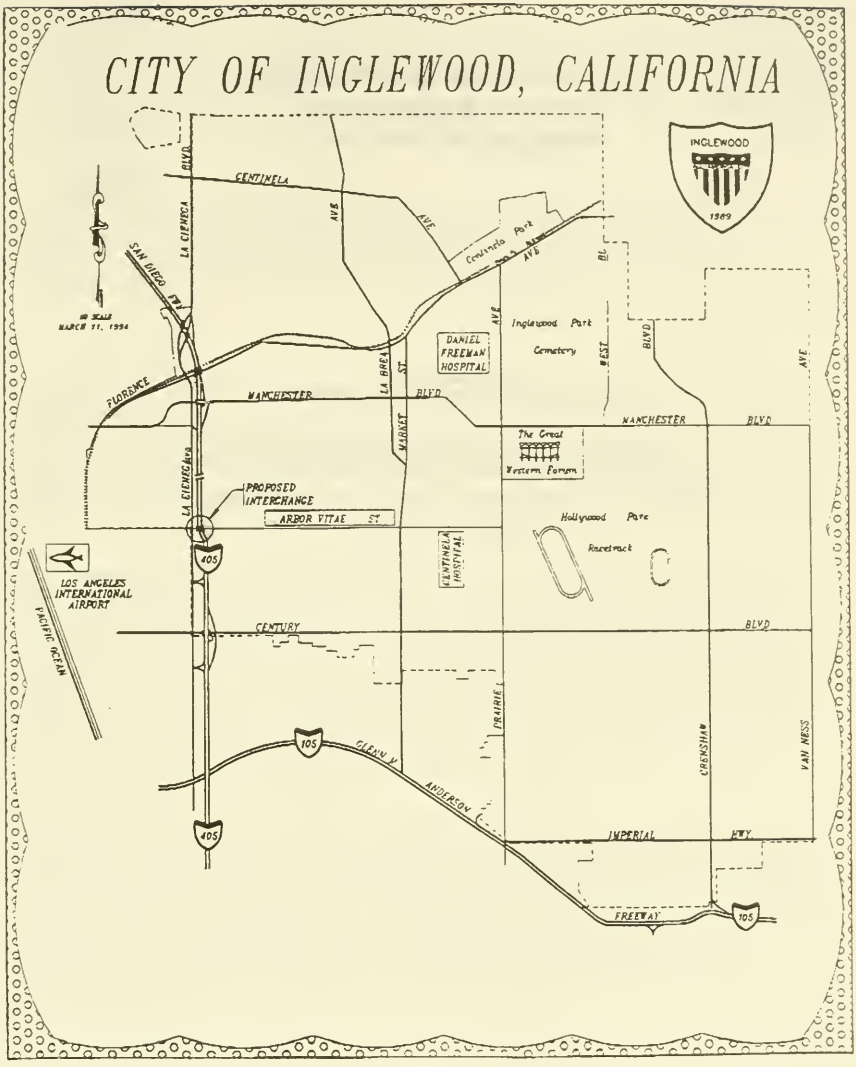
FUNDING FOR THE ARBOR VITAE PROJECT

The City has committed $5 million in local funds to begin the reconstruction and widening of Arbor Vitae. The total cost for widening Arbor Vitae, for the mile east of the Interstate 405 is $10 million. Plans and specifications for the Arbor Vitae street widening are complete. The City has completed the first 1/4 mile of street widening and the second 1/4 mile will be built later this year. Because our local resources will be exhausted at the completion of the first 1/2 mile, we have requested $5 million in Federal assistance.

We cannot complete the expansion without your assistance. Our request for $5 million from the National Highway System funds will help us close the financial gap and complete the necessary street widening and improvement project on Arbor Vitae.

A vote in favor of our funding request will allow one of our key arterials to handle the increased visitor traffic, enhance traffic circulation and minimize any negative traffic impacts on our existing residential and commercial areas. We welcome visits from members of the Subcommittee when you are in Southern California. We would be happy to show you the Arbor Vitae Project area as well as the recreational, entertainment and service facilities it supports in our City.

Again, thank you for the opportunity to speak before the Subcommittee on Surface Transportation.


CITY OF INGLEWOOD, CALIFORNIA
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PROPOSED INTERCHANGE
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Hollywood Park
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CENTINELA HOSPITAL
LOS ANGELES INTERNATIONAL AIRPORT
PACIFIC OCEAN
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ANDERSON
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VAN NESS
IMPERIAL
HWY
FREEWAY

PETER J. VISCLOSKY
1ST DISTRICT, INDIANA

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TESTIMONY OF
CONGRESSMAN PETER J. VISCLOSKY

SUBCOMMITTEE ON SURFACE TRANSPORTATION
HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

HEARING ON THE PROPOSED NATIONAL HIGHWAY SYSTEM

MARCH 15, 1994

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

MR. CHAIRMAN, I want to thank you, Mr. Petri, and all of the Subcommittee members for allowing me to testify today in support of authorization for several transportation projects important to Northwest Indiana. I would also like to commend you and your subcommittee for your efforts to complete the designation of the National Highway System within the time-frame set by the Intermodal Surface Transportation and Efficiency Act of 1991 (ISTEA).

Mr. Chairman, I am encouraged by your comments regarding the need to revisit projects approved in ISTEA. Six of the nine project requests that I submitted in January received initial authorization in ISTEA. I believe these are precisely the type of projects that, as you have mentioned, Congress did not intend to walk away from when ISTEA was passed in 1991.

Several of the projects I will focus on today are key components of a coordinated effort between myself, state and local officials to develop the Lake Michigan shoreline that composes the northern border of my district. This effort is crucial to an area that has lost more than 50,000 good jobs since 1977. The completion of the following projects will provide a new era of access to Lake Michigan for residents of my district, allow the successful development of the recently approved casino boats, and ensure the revitalization of communities crushed by ten years of economic hardship in Northwest Indiana:

LAKE SHORE DRIVE EXTENSION STUDY, from Whiting, Indiana, along Lake Michigan to Michigan City, Indiana. This study, for which I am requesting an expanded $600,000 authorization, would be conducted to determine the feasibility of developing a Lake Michigan access corridor. Such a road would provide a link between existing and proposed marinas, the Indiana Dunes National Lakeshore, riverboat casinos, and the existing Lake Shore Drive in Chicago. This project received a $1 million authorization in ISTEA. I am pleased to be able to attach to my testimony a strategy plan for this effort recently completed by the Northern Indiana Regional Planning Commission, the Metropolitan Planning Organization that has responsibility for Northwest Indiana.

EAST CHICAGO MARINA ACCESS ROAD, East Chicago, Indiana. I am requesting an additional $4.8 million authorization for this project which was authorized at $8.5 million in ISTEA. These funds will aid in the completion of the construction of an interchange to provide primary access to the Robert A. Pastrick Marina and Jeorse Park as well as better public access to the lake shore. Completion of this road will help create 1,500 new jobs in an economically depressed area by allowing for successful development of casino boats and related economic expansion.

GARY MARINA ROAD, Gary, Indiana. Recently, the city of Gary, with the cooperation of the National Park Service and the USX Corporation, has embarked upon a large redevelopment project for its lake shore. The project consists of over 300 acres of Lake Michigan lakefront which will be developed into a large marina. I am requesting an additional $3.4 million authorization to assist in the construction of a new road along an abandoned railroad right-of-way which will serve as an access road to the new Gary Marina. $2.2 million was authorized for this project in ISTEA. It is clear that this road will aid in the creation of an economic opportunity that is urgently needed for a city that had the highest per capita murder rate in the United States last year.

One of the focuses of ISTEA and the 1990 Clean Air Act was the need for alternative methods of transportation. In many urban areas, growing population and severe pollution problems have made the development of mass transit a necessity, and Northwest Indiana is no exception. We are talking about a major metropolitan area of 3/4 of a million people with only one small commuter rail line and three bus systems within a few miles of each other that do not connect. With the help of local officials, I have been stressing the importance of creating a coordinated bus and rail system and I need the cooperation of the federal government. I have requested two project authorizations which will aid in breaking gridlock, transport residents of my district to the faster growing communities in the southern suburbs of Northwest Indiana, and help the area's effort to meet Clean Air Act standards:

VALPARAISO-CHICAGO COMMUTER CORRIDOR STUDY, I am requesting a $56,000 authorization for a study to determine the feasibility of restoring commuter rail service between Valparaiso, Indiana, and Chicago, Illinois. Growth of the southern suburbs of Northwest Indiana coupled with job creation on the lakeshore and in Chicago underscore the need for this study.

CENTRAL BUSINESS DISTRICT (CBD) LINK-UP BUS ROUTE, Gary, East Chicago, and Hammond, Indiana. While some of the cities in Northwest Indiana operate bus service within their communities, there is currently no bus service that allows inter-city travel. I am requesting a $520,000 authorization to allow for the expanded operation of a liquified natural gas powered bus along a route that would connect the downtown bus transfer points of the bus systems of Gary, East Chicago, and Hammond. The development of this bus route would encourage inter-city travel within Northwest Indiana by public transportation and build a consensus for regional public transportation that could be used to expand service into a network of region-wide routes connecting bus stops and rail stations.

Finally, I want to mention four project requests of which three received initial ISTEA authorizations. These projects would solve traffic problems caused by inadequate primary north-south and east-west corridors in Northwest Indiana. The migration of many people from cities in northern Lake and Porter Counties and Chicago to the southern suburbs of my district, and the extensive traffic caused by the region's central location, make easing congestion on the primary traffic routes essential for both safety and pollution concerns.

WILLOWCREEK ROAD IMPROVEMENTS, Portage, Indiana. This project, for which I am requesting a $4.1 million expanded authorization, would convert a severely congested thoroughfare into a modern, five-lane urban road. This is critically important because the road is a primary north-south corridor in Porter County. $1.5 million was authorized for this project in ISTEA.

37TH AVENUE/RIDGE ROAD IMPROVEMENTS, Hobart, Indiana. This road is a primary alternative to the Borman expressway (i.e., Interstate 80/94). When the Borman is congested, 37th Avenue/Ridge Road also experiences gridlock. I am requesting an expanded authorization of $5,276,270 for this project which would expand this corridor from two to five lanes in order to reduce severe congestion. $4.3 million was authorized for this project in ISTEA.

93RD AVENUE IMPROVEMENTS, Merrillville, Indiana. This project involves the widening and connection of two segments of 93rd Avenue between State Road 53 and Mississippi Street, as well as the construction of a new bridge over Interstate 65. I am requesting an expanded authorization of $2.1 million for this project. $1.8 million was authorized in ISTEA.

CALUMET AVENUE RIGHT OF WAY ACQUISITION, Dyer, Indiana. This project would be a right of acquisition for the extension of Calumet Avenue between Main Street and U.S. 30. Completion of the road would relieve congestion on both Sheffield Avenue in Dyer as well as U.S. 41 in Schererville, thereby reducing the hydrocarbon levels and noxious emissions. I am requesting a $750,000 authorization for this project.

Once again, I appreciate this opportunity and would be happy to answer any questions that the Subcommittee may have.

STATEMENT OF NELSON WALKER

I-73/74 Corridor Association

Remarks

Subcommittee Hearing

Surface Transportation

March 15, 1994

Thank you Congressman Rahall, Ladies and Gentlemen. It is my pleasure to appear before you as the volunteer Executive Director of the I-73/74 Corridor Association.

Relinking America in the 90's and into the next century is vitally important to the future of this great nation. We need to fill in the gaps left by the Great 1950-1990 Interstate Program. We of the I-73/74 Association believe this proposed highway serves that need.

The concept of this highway was created by a group of people in Bluefield, WV. In 1989, knowing a new system of proposed highways might occur in upcoming federal legislation, and with a deep concern of the conditions of U.S. Route 52 in Southern West Virginia, we embarked upon a plan to encourage the construction of a highway that would not only serve the needs of people and industry in the Southwestern part of West Virginia, but also the eastern region of the United States. In doing so we attempted, by design, to use exiting federal routes that could possibly be brought up to the standards of a Highway of National Significance and fill a gap in-between existing Interstates. For lack of a better designation, we named the highway Interstate 73.

From that point forward we have spent many hours writing thousands of letters, making many speeches, traveling many miles, making hundreds of telephone calls to contact federal, state, city and town authorities, organizations, individuals, civic clubs, and to whomever ears we could draw attention, all up and down the complete corridor to gain support for this project. Evolving from this effort, individuals from each state along the route formed their own organizations and joined hands in June 1993 to form the I-73/74 Corridor Association. I-74 become a part of our plan as it related to a much needed connecting highway in Ohio. We have prepared and present to you a packet of endorsements, resolutions and petitions from numerous entities along the proposed route.

The originally designed route was to link the Great Lakes from Detroit, Michigan to the ports of Charleston, South Carolina by way of Ohio, West Virginia, Virginia, North Carolina and South Carolina as illustrated on the map. We determined this to be a dual purpose highway of energy and tourism, creating economic development all along the route, also serving the popular tourism coasts of the Carolinas.

Our mission statement and goals were developed by the organization in June of 1993 and are included in our written comments.

Mission Statement - For six states to work cooperatively and cohesively to promote the construction of a highway of national significance, termed I-73, beginning in Detroit, Michigan, ending in Charleston, South Carolina, traversing the states of Michigan, Ohio, West Virginia, Virginia, North Carolina and South Carolina.

Goals and Objectives

1. To obtain a consensus from citizens, businesses, and government in each of the six states that such highway is needed and should be constructed;
2. To determine jointly a generic route for the highway in each state, and the connecting link between states;
3. To ascertain that each state include this proposed highway in plans required to be submitted to Washington, DC by September 30, 1993;
4. To establish an organization in each of the six states as a nucleus and network for promotion, resource and communications;
5. To establish an I-73 umbrella organization to coordinate the activities of the six state organizations to accomplish the mission;
6. To first determine and then implement specific ways and means to establish need for the highway;
7. To establish a means to fund those activities related to the mission, goal and objectives;
8. Create a communication network to effectively accomplish the mission.

We have attempted to follow the five points presented to us by Congressman Mineta during his visit to Welch, WV on September 22, 1990.

1. Make the United States more competitive in the world market and this will be accomplished by linking Canada to coastal

ports.

2. Improve the economy. This point is well served to make us less dependent on imported oils, and open the market to the vast natural resource of coal.
3. Safety - for example the US 52 Route in Southwestern West Virginia, the route designated for I-73 in this state, has a death rate 200 percent higher than the national average.
4. Improve the quality of life. The economic benefit provided to those along the route is obvious as new highways bring new business - jobs. Some of the areas along the route presently have high unemployment.
5. Consistent funding should be provided. Obviously part of this has been accomplished with the recently enacted national fuel tax of .10 cents per gallon added to the previous .08 cents per gallon enacted back in 1982. Each state along the route has legislated or is in the process of legislating programs to provide the 20 percent matching requirement.

We encourage your consideration of six points we believe essential to the routing guidelines for this important highway.

1. The new corridors are to fill important highway links which were not included in the original interstate highway system.
2. Routing between the anchor cities should be as <u>direct</u> as economically possible. Generally the highway path should fall within a 10 mile band to either side of a straight line drawn between the center of the anchor cities. If some short sections of the route fall outside that band, the state should

be able to demonstrate that the deviation would result in a net savings in construction cost or the state should absorb 100% of the additional construction cost.

3. The I-73 Corridor does not have to be all new construction. If an existing interstate or interstate quality highway is located within the 20 mile wide band, it should be utilized as part of the I-73 Corridor. The purpose of the program is to provide an important transportation corridor from Detroit, Michigan to Charleston, South Carolina within the shortest possible time span, not to spend the maximum amount of tax money or build the maximum number of new highway miles.
4. I-73 is intended to be basically a north-south corridor and should not have significant detours running in east-west directions in order to connect to cities not designated as anchor cities by Congress.
5. No new construction should be planned through or across national or state parks, national recreation areas or monuments, or within 5 miles of rivers being considered for incorporation into the national scenic river system.
6. States should not commit to routes that cannot be financed and built within a reasonable period of time. The states should be prepared to raise the necessary tax revenue to pay for their 20% share of new construction cost, and 100% of the cost of excess milage due to indirect routing of the corridor.

A representative from each state along the route is here to

address the subcommittee for five minutes each, and a second representative is here to assist the presenter in answering questions you may have pertaining to the route.

In conclusion, we thank you for the opportunity to address members of the Subcommittee and earnestly seek your support to place this highway on the list as a high priority Highway of National Significance. Thank you.

_____

Nelson R. Walker

Executive Director

OFFICIAL

ENDORSEMENTS

I 73/74 Corridor Association

March 15, 1994
Congressional
Subcommittee Hearing
Surface Transportaitoin

ROBERT C. BYRD, WEST VIRGINIA, CHAIRMAN

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JIM SASSER, TENNESSEE
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JAMES H. ENGLISH, STAFF DIRECTOR
J. KEITH KENNEDY, MINORITY STAFF DIRECTOR

United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, DC 20510-6025

June 15, 1993

Mr. K. A. Ammar, Jr.
Bluefield to Huntington Highway
Association, Incorporated
Post Office Box 1480
Bluefield, West Virginia 24701

Dear Mr. Amnar:

Thank you for your letter informing me of the formation of an umbrella organization to promote the construction of the Great American Highway, Interstate 73/74.

I have noted your comments, and I appreciate your writing and providing me with information relating to this endeavor.

With kind regards, I am

Sincerely yours,

Robert C. Byrd

Robert C. Byrd

RCB:sgc

JOHN D. ROCKEFELLER IV
WEST VIRGINIA

United States Senate
WASHINGTON, DC 20510–4802

July 2, 1991

Dear K.A.,

Thanks for taking the time to follow up on our previous correspondence.

I'm sure you followed the debate over the '91 Highway bill closely and that you share my satisfaction with the final package. This legislation will bring millions of dollars into our state highway and transit systems. I'm enclosing a copy of my floor statement for your files.

Again, thanks for being in touch. Best wishes.

Sincerely,

John D. Rockefeller IV

Mr. K.A. Ammar, Jr.
Post Office Box 1480
Bluefield, West Virginia 24701

United States Senate

WASHINGTON, D.C. 20510

June 28, 1991

Bluefield to Huntington
Highway Association
PO Box 1480
Bluefield, West Virginia 24701

Dear Sirs:

Thank you for contacting me regarding a proposal to create an interstate that spans from Toledo, Ohio to Charleston, South Carolina.

I am very interested in the benefits that this highway project could bring to Ohio. When the I73/74 Committee was in Washington, D.C. recently, I had a productive meeting with its members about this proposed highway construction. I strongly support the upgrading of this road and feel that it will bring important economic development to this region.

I appreciate the benefit of your views on this important issue of mutual concern.

Best regards.

Sincerely,

John Glenn

John Glenn
United States Senator

JG/sw

STROM THURMOND
SOUTH CAROLINA
COMMITTEES

ARMED SERVICES
JUDICIARY
VETERANS' AFFAIRS
LABOR AND HUMAN RESOURCES

United States Senate
WASHINGTON, DC 20510-4001

June 16, 1993

Mr. K.A. Ammar, Jr.
Bluefield to Huntington Highway Association
Post Office Box 1480
Bluefield, West Virginia 24701

Dear Mr. Ammar:

Thank you for your letter of recent date.

I appreciate having the benefit of your views concerning the proposed I-73/74. Please be assured that I understand your concerns and will give this matter my most careful consideration and study, keeping your particular comments in mind.

Thank you again for sharing your thoughts with me on this issue.

With kindest regards and best wishes,

Sincerely,

Strom Thurmond

Strom Thurmond

ST/hm

ROBERT A. ROE, New Jersey
Chairman

GLENN M. ANDERSON, California
NORMAN Y. MINETA, California
JAMES L. OBERSTAR, Minnesota
HENRY J. NOWAK, New York
NICK JOE RAHALL II, West Virginia
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ROBERT A. BORSKI, Pennsylvania
JOE KOLTER, Pennsylvania
TIM VALENTINE, North Carolina
WILLIAM O. LIPINSKI, Illinois
PETER J. VISCLOSKY, Indiana
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BARBARA-ROSE COLLINS, Michigan
PETE PETERSON, Florida
ELEANOR HOLMES NORTON,
District of Columbia

JOHN S. DOYLE, JR., Chief of Staff
SANTE ESPOSITO, Chief Counsel

U.S. HOUSE OF REPRESENTATIVES
COMMITTEE ON PUBLIC WORKS
AND TRANSPORTATION
SUITE 2165 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4472

JOHN PAUL HAMMERSCHMIDT, Arkansas
Ranking Minority Member

BUD SHUSTER, Pennsylvania
WILLIAM F. CLINGER, JR., Pennsylvania
THOMAS E. PETRI, Wisconsin
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MEL HANCOCK, Missouri
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DAVID L. HOBSON, Ohio
FRANK D. RIGGS, California
CHARLES H. TAYLOR, North Carolina
DICK NICHOLS, Kansas
WILLIAM H. ZELIFF, JR., New Hampshire
THOMAS W. EWING, ILLINOIS

JACK SCHENENDORF, Minority Chief Counsel

September 6, 1991

Mr. K. A. Ammar, Jr.
Bluefield to Huntington
Highway Association, Inc.
P.O. Box 1480
Bluefield, W. VA 24701

Dear Mr. Ammar:

Thank you for contacting me with your insights and comments on issues being considered in the 1991 surface transportation legislation. The Subcommittee I chair is currently working on passing this important piece of legislation.

The importance of transportation can be seen in the nationwide movement of people and goods. Even though its importance is viewed nationally, it is on the local level that legislation takes it shape.

Your input on the surface transportation legislation is important to me and I have taken all your thoughts into consideration. Thank you again for taking the time to contact me.

Sincerely Yours,

NORMAN Y. MINETA
Chair
Subcommittee on Surface
Transportation

STATE OF WEST VIRGINIA
OFFICE OF THE GOVERNOR
CHARLESTON 25305

GASTON CAPERTON
GOVERNOR

March 7, 1994

Mr. Nelson Walker
Executive Director
I-73/74 Corridor Association
P. O. Box 4117
Bluefield, West Virginia 24701-4117

Dear Mr. Walker:

The West Virginia Department of Transportation, Division of Highways, has been actively and positively involved in discussions concerning the I-73/74 corridor. The State of West Virginia recognizes the potential benefit, socially and economically, of a regional facility of this nature passing through the state and is very much in support of the concept.

To indicate the extent of our support for this facility, we are presently involved in the design report/Environmental Impact Studies from Huntington to Williamson and corridor location/Environmental Impact Studies from Williamson to Bluefield.

We anticipate the corridor in West Virginia to approximate the location of the existing U.S. Route 52 highway. It is our intent that the upgrading of the corridor in West Virginia, eventually to be designated as I-73/74, will be partial control of access which is not in conformance with Interstate standards. It is also our judgment that partial control of access is more compatible with the needs of the southwestern West Virginia region than full control of access which would limit the use of the facility by local traffic.

Please be assured that my administration enthusiastically supports the I-73/74 concept and its passage through West Virginia.

Sincerely,

Gaston Caperton

Gaston Caperton
Governor

GC:ro

Ohio House of Representatives

FFICE OF THE SPEAKER
PHONE: 614-466-3246

Vern Riffe
Speaker

STATE HOUSE
COLUMBUS, OHIO 43215

April 10, 1991

Tom Reeder, CEO
The Portsmouth Area Chamber of Commerce
P.O. Box 509
814 Seventh Street
Portsmouth, Ohio 45662

Dear Tom:

Thanks for your recent letter and attached resolution passed by the Portsmouth Area Chamber of Commerce in support of development of the concept of Interstate 73.

I am strongly supportive of the Interstate 73 project and I will certainly work to ensure the state of Ohio cooperates fully with the Federal Highway Administration on this effort.

Again thanks for writing and best wishes.

Sincerely,

VERN RIFFE
Speaker
Ohio House of Representatives

VGR/tah

82-614 947

House of Representatives

State of South Carolina

Douglas Jennings, Jr.
District No. 54 - Marlboro County
151 Broad Street
P. O. Drawer 995
Bennettsville, SC 29512

333-A Blatt Building
Columbia, SC 29211

Tel. (803) 734-3100

Committee:
Judiciary

February 14, 1994

Ms. Beverly Wellman
Coordinator
I-73/74 Corridor Association
Post Office Box 4117
Bluefield, West Virginia 24701

Dear Beverly:

Enclosed is a check in the amount of $300.00 made payable to I-73 Corridor Association which was delivered to me by officials in Darlington County, South Carolina. This represents their pro-rata share of the additional amount to be paid by South Carolina and I am herewith forwarding it to you on their behalf.

Thank you and with kindest regards, I am

Sincerely,

Douglas Jennings, Jr.

DJ;JR:cbd

Enclosure

cc: Mr. Ashby Ward, Myrtle Beach Chamber of Commerce
Mr. Don Clark, County of Darlington

State of South Carolina

Office of the Governor

CARROLL A. CAMPBELL, JR.
GOVERNOR

POST OFFICE BOX 11369
COLUMBIA 29211

July 23, 1993

Mr. K.A. Ammar, Jr.
Bluefield to Huntington
Highway Association, Inc.
Post Office Box 1480
Bluefield, West Virginia 24701

Dear Mr. Ammar:

Thank you for your recent letter regarding the Interstate-73/74 Corridor Association. I wholeheartedly support your efforts to promote the planning and construction of this important highway project linking Detroit, Michigan to Charleston, South Carolina.

The overwhelming growth along the coastal region of South Carolina in recent years has placed a tremendous burden on our state's highway system. In order to enhance our ever growing tourism industry, we must be able to provide easy access to the Grand Strand. I-73 will accomplish this in a safe and efficient manner.

Please keep me apprised of your activities and know that I stand ready to assist you organization if necessary.

Sincerely,

Carroll A. Campbell, Jr.
Governor

CACJr:br

Action By South Carolina House And Senate

A CONCURRENT RESOLUTION

TO REQUEST THE FEDERAL HIGHWAY ADMINISTRATION TO EXPAND THE NATION'S INTERSTATE LINKAGE TO INCLUDE THE CONSTRUCTION OF INTERSTATE I-73 FROM DETROIT, MICHIGAN, SOUTHEASTERLY THROUGH OHIO, WEST VIRGINIA, NORTH CAROLINA, AND THE COASTAL SECTIONS OF SOUTH CAROLINA.

Whereas, much consideration is being given to the enhancement of the Nation's Federal Highway System; and

Whereas, the mission of this effort is to enhance commerce and highway safety; and

Whereas, the existing highways serving Myrtle Beach and the Grand Strand area are already calling for more traffic than they were designed to handle; and

Whereas, a proposal has been developed for a new Interstate Highway (I-73), beginning at Detroit, Michigan, and stretching southeasterly through Ohio, West Virginia, North Carolina, and the coastal sections of South Carolina; and

Whereas, I-73 would enhance South Carolina's tourism economy by serving Myrtle Beach, Georgetown, and Charleston, South Carolina; and

Whereas, the continued growth of the State in the coastal zone is being threatened by lack of sufficient highways serving the region; and

Whereas, highways serving the Grand Strand are inadequate to serve the thirteen million annual

travelers to the Grand Strand area. Now, therefore,

Be it resolved by the Senate, the House of Representatives concurring:

That the State of South Carolina give full support to the construction of the I-73 linkage from Detroit, Michigan, to Charleston, South Carolina.

Be it further resolved that a copy of this resolution be forwarded to the Chairman of the South Carolina Department of Highways and Public Transportation, the Governor, Chairman of the State Development Board, Federal Highway Administration, and delivered to the Chairman of the Congressional Public Hearing on the matter in Bluefield, West Virginia, in April, 1993.

-----XX-----

A Concurrent Resolution

Introduced by Senators Elliott, Rankin, G. Smith, Leventis, Saleeby

TO REQUEST THE FEDERAL HIGHWAY ADMINISTRATION TO EXPAND THE NATION'S INTERSTATE LINKAGE TO INCLUDE THE CONSTRUCTION OF INTERSTATE 73 FROM DETROIT, MICHIGAN, SOUTHEASTERLY THROUGH OHIO, WEST VIRGINIA, NORTH CAROLINA, AND THE COASTAL SECTIONS OF SOUTH CAROLINA.

IN THE SENATE

	DATE	ORDERED
Introduced	APR 7 1993	ADOPTED
Considered		
Considered		
Considered		
Considered		

SENT TO THE HOUSE
By Order of the Senate

Clerk

IN THE HOUSE

	DATE	ORDERED
Introduced		
Considered	APR 21 1993	
Considered	APR 21 1993	ADOPTED
Considered		
Considered		

CONCURRED IN AS AMENDED
and RETURNED TO SENATE
By Order of the House

Clerk

IN THE SENATE APR 21 1993

House Amendments agreed to and a message sent accordingly
Concurrence of House RECEIVED AS INFORMATION

Clerk

Copies Sent To

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
PUBLIC AFFAIRS DIVISION
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

JAMES B. HUNT, JR.
GOVERNOR

SAM HUNT
SECRETARY

Release: Immediate
Contact: Bill Jones, (919) 733-2522
Release No: 145

Date: May 11, 1993
Distribution: N.C.

ROUTE SELECTED FOR I-73 THROUGH N.C.

RALEIGH -- Gov. James B. Hunt Jr. and state Transportation Secretary Sam Hunt today announced the selection of a route in North Carolina for Interstate 73, a new north/south interstate highway between Charleston, South Carolina and Detroit, Michigan.

The route was included in the Intermodal Surface Transportation Efficiency Act (ISTEA) approved by the U.S. Congress in 1991.

"The highway will provide welcome economic development in the counties along and near this corridor, as well as saving travel time for motorists." Gov. Hunt said.

Secretary Hunt promised that members of the N.C. Board of Transportation and staff of the N.C. Department of Transportation will "do all they can to bring the entire route to interstate standards as soon as possible."

Interstate 73 will enter the state on Interstate 77 at the Virginia state line in Surry County. It will use I-77 to the U.S. 52 Connector north of Pine Ridge and then use U.S. 52 through Stokes and Forsyth counties to U.S. 311 in Winston-Salem. From there, the highway will use U.S. 311 through Guilford and Randolph counties to U.S. 220 north of Asheboro. From there, the interstate will use U.S. 220, through Randolph, Montgomery and Richmond counties to U.S. 1 in Rockingham and then exit the state on U.S. 1 at the South Carolina state line.

Except for the I-77 segment in Surry County, none of highways to be used for I-73 are built to interstate standards. Although those are scheduled in the NCDOT's Transportation Improvement Program (TIP) to be upgraded to multi-lane highways, additional funds will be required to bring them to interstate standards.

Existing state and federal funds will have to be used for the upgrade since no additional funding was designated in the federal legislation for I-73 in North Carolina.

###NCDOT###

TRANSPORTATION COMMISSION
BARTON W. LA BELLE
RICHARD T. WHITE
ROBERT M. ANDREWS
JACK L. GINGRASS
JOHN C. KENNEDY
IRVING J. RUBIN
LH 0-0 (3/93)

STATE OF MICHIGAN

JOHN ENGLER, GOVERNOR

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION BUILDING, 425 WEST OTTAWA POST OFFICE BOX 30050, LANSING, MICHIGAN 48909
PHONE: (517) 373-2090 TDD: (517) 373-0012 FAX: (517) 373-0167

PATRICK M. NOWAK, DIRECTOR

February 8, 1994

FAX TO LA

Mr. Nelson R. Walker, Executive Director
I-73/74 Corridor Association
Post Office 4117
Bluefield, West Virginia 24701

Dear Mr. Walker:

This letter is to confirm the conversation between yourself and Robert Kirkbride in January regarding the position of the Michigan Department of Transportation on the location of the proposed I-73/74 highway in Michigan.

The department has not yet developed a position on a specific I-73 corridor within Michigan. Several options have been discussed; however, a good deal of evaluation is required before a corridor can be identified. When we have completed our analysis, we will inform you of our plans. In the meantime, please keep us informed about the activities of the I-73/74 Corridor Association.

If you have any questions, please contact me or you may contact Mr. Louis H. Lambert, Acting Deputy Director of the Bureau of Transportation Planning. Mr. Lambert can be reached at (517) 373-2242.

Sincerely,

Patrick M. Nowak
Director

MICHIGAN PERSPECTIVES FOR CHANGING THE TERMINUS OF I-73/74 FROM DETROIT TO GRAYLING

In Section 1105 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), a number of high priority corridors were identified that needed further development. Among those corridors was the proposal for I-73/74, which was defined as a "North-South corridor from Charleston, South Carolina, through Winston-Salem, North Carolina, to Portsmouth, Ohio, to Cincinnati, Ohio, and Detroit Michigan." Only three projects along this route received funding in the ISTEA Act, all of them in West Virginia. After further study of the language used in Section 1105 (a) (See attachment A), we request a change in the final corridor, and the cities named as benchmarks in the legislation. The Michigan Department of Transportation believes the highway users would be better served if the Michigan portion of the corridor followed US-127 from the Ohio border northward to Lansing, and US-27 from Lansing northward to a terminus at I-75, Grayling, Michigan. Our reasons for this belief are outlined below.

Improved Energy Efficiency

- Avoids putting more traffic on corridors that are congested or heavily travelled. (See Chart 1)
- Provides relief to the US-223 corridor which experiences seasonal congestion, thereby reducing the need for an additional expansion project.
- Provides direct access to the central Michigan area, including two metropolitan areas.

Economic Growth

- Improves access for Michigan firms to customers and suppliers in Ohio, Indiana, and points south.
- Improves access to the Michigan/Canadian border crossing at Sault Ste. Marie
- Preserves the access from the Detroit and Port Huron, Michigan/Canadian border crossings via an interchange with I-75 south of Toledo.
- Serves a high volume, two-lane, commercial corridor (US-127) which is in need of upgrading.

Improve Safety

- Avoids existing corridors with high traffic volumes and heavy commercial traffic. (See Chart 1)
- Upgrading US-127 will reduce accidents along this corridor.

National Security

- Improved access to Camp Grayling for National Guard units from Ohio. Currently these units are routed via US-23 to I-75 to Grayling.
- Provides alternate routes and improves access for Michigan National Guard units to embarkation points in the south and east in times of national emergency.

Tourism Travel

- Improved tourist access to northern Michigan resort areas from Ohio, Indiana and points south.

Quality of Life

- Improved with more jobs.
- Ease of travel for all.

Other Considerations

- Uses existing routes.
- Michigan has several long standing projects along this corridor which can be advanced to the construction stage in an expeditious manner:
  US-127 from the Ohio border to south of Jackson, Michigan.
  US-27 from Lansing to St. Johns, Michigan.
  US-27 from St. Johns to Ithaca, Michigan.
- Completes a major north-south principal arterial bisecting Michigan's lower peninsula.
- Ties into the new interchange on I-80/90 south of Fayette, Ohio.
- Changing the Michigan routing and terminus from Detroit to Grayling provides an alternative bypass to avoid adding unnecessary vehicular traffic to the Detroit airshed, which is an air quality non-attainment area.
- Addresses some equity concerns related to populations and areas served. (See Chart 2)

Therefore, Michigan requests concurrence and support of our sister states in the Great Lakes Mid-Atlantic Corridor Committee in the redesignation of the corridor and benchmark cities in Michigan.

The Senate of West Virginia
Charleston

H. TRUMAN CHAFIN
P.O. Box 1799
Williamson 25661-1799

August 13, 1993

Ms. Beverly Wellman
P. O. Box 4117
Bluefield, WV 24701

Dear Beverly:

Congratulations! I was delighted to receive your correspondence regarding I-73/74 Corridor association. We couldn't have a better person in this position and please count on me for full support.

Best wishes to you in this position and I look forward to seeing you soon.

Very truly yours,

H. TRUMAN CHAFIN

HTC:jr

SENATE CONCURRENT RESOLUTION NO. 5

(By Senators Chafin, Anderson, Wagner, Jones, Plymale, Whitlow and Ross)

Urging Senator Robert C. Byrd and the United States Senate to expand the nation's interstate linkage to include the construction of Interstate 73 from Detroit, Michigan, southeasterly through Ohio, West Virginia, Virginia, North Carolina and the coastal sections of South Carolina.

Whereas, Much consideration is being given to the enhancement of the nation's federal highway system; and

Whereas, The mission of this effort is to enhance commerce and highway safety; and

Whereas, Interstate 73 would enhance southwestern West Virginia's economic development by serving the communities of Bluefield, Welch, Williamson, Logan and Huntington; and

Whereas, The continued growth of the state in the southwestern zone is being threatened by lack of sufficient highways serving the region; therefore, be it

Resolved by the Legislature of West Virginia:

That the state of West Virginia gives full support to the construction of the I-73 linkage from Detroit, Michigan, to Charleston, South Carolina; and, be it

Further Resolved, That the Clerk of the Senate is hereby directed to forward a copy of this resolution to Senator Robert C. Byrd and the United States Senate.

CITY OF BLUEFIELD, WEST VIRGINIA

- RESOLUTION -

WHEREAS, US Highway 52 has traditionally been utilized as the primary route for business activity travelling to and through the City of Bluefield;

WHEREAS, a major portion of Bluefield's business community has located on or near this highway in order to have accessibility to business activity;

WHEREAS, the Bluefield community has been actively involved in the upgrade of US Highway 52 for over three decades;

WHEREAS, the re-location of a new US Highway 52 away from Bluefield's corporate limits will be economically devastating to the Bluefield business community and the City of Bluefield, resulting in the re-location of businesses, the loss of jobs and lost revenues for the City;

NOW, THEREFORE, BE IT RESOLVED THAT the Board of Directors hereby urges the Governor of the State of West Virginia, the West Virginia Department of Transportation, and the West Virginia Legislature to support the construction of the US Highway 52 King Coal Corridor through the Bluefield corporate limits.

Given under my hand, on behalf of the City Board, this 24th day of November, 1992.

SEAL

Paul Cole, Jr.
Mayor

JAN 2 6 1994

RESOLUTION

Position on I-73/74 Route

Town of Bluefield, Virginia

WHEREAS; the Intermodel Surface Transportation Act (ISTEA) of 1991 as passed by the U. S. Congress, refers to a high priority corridor extending from Charleston, S. C. to Detroit, Michigan as part of the National Highway System. and

WHEREAS; a route passing through Bluefield has been identified as one alternative among various routes under consideration,

NOW, THEREFORE; the Bluefield, Virginia Town Council hereby states as a matter of record, that it favors routing the proposed I-73/74 highway through the Bluefield vicinity, and

FURTHERMORE; that the existing Route 460 Bluefield By-Pass should be upgraded to accommodate the proposed new highway, but

HOWEVER; that No New limited access highway construction be routed through the municipal corporate jurisdiction of the Town of Bluefield, Va. in such a manner that damage would result in already developed sections of the Town such as the Bluefield College campus, Westwood Medical Park, Westgate Shopping Center and surrounding residential area, or other existing developed areas of the Town.

Passed this 24th day of January, 1994 by unanimous vote.

Signed Cecile S. Barrett

Cecile S. Barrett, Mayor
Town of Bluefield, Virginia

A FIVE-STATE CHAMBER OF COMMERCE WORKING FOR . . . ROADS • TOURISM • INDUSTRIES

Great lakes To Florida Highway Association, Inc.

(The Oldest And Most Influential Road Association In America)

Rt. 1, Box 111, Bastian, VA 24314

OCT 5 - 1993

RESOLUTION SUPPORTING DEVELOPMENT OF NEW INTERSTATE HIGHWAY 73

WHEREAS, the Intermodal Surface Transportation Efficiency Act of November 26, 1991, has been approved by Congress for the creation of a new Interstate Highway 73 from Detroit, Michigan to Charleston, South Carolina, and

WHEREAS, the designation and construction of such an interstate highway would enhance the potential for economic development in Virginia, and

WHEREAS, the most direct route for such a highway through Virginia would be along Interstate 77 which will be updated, and

WHEREAS, this will bring about a complete connection with Virginia and North Carolina, and

NOW, THEREFORE, BE IT RESOLVED that the Great Lakes to Florida Highway Association, Inc. supports the concept of Interstate 73 from Detroit, Michigan to Charleston, South Carolina using the present Interstate 77 through Virginia.

Adopted this 22nd day of August, 1993.

Carl E. Stark

Carl E. Stark, President
Great Lakes to Florida Highway Assoc.

NOV 2 6 1990

Wytheville-Wythe-Bland Chamber of Commerce, Inc.
George Wythe Building • First & Main Streets • P. O Box 563
Wytheville, Virginia 24382 • 703-228-3211

WILLIAM M. DIXON, President
WILLIAM P CARPENTER, Vice President
JENNY A WHITICAR, Administrative Director

JACKIE K. KING, Recording Secretary
SAM T ASHWORTH, Treasurer

November 21, 1990

Mr. Nelson R. Walker, Executive Director
Greater Bluefield Chamber of Commerce
P. O. Box 4098
Bluefield, WV 24701

Dear Mr. Walker:

On Monday, November 19, at the regular monthly meeting of the Wytheville-Wythe-Bland Chamber of Commerce, the Board of Directors gave careful consideration to your request to support the proposed new I-73 interstate highway and unanimously voted to give their endorsement for this project.

We applaud any efforts to improve the transportation system for our area especially if it means a greater inducement for industry to locate here so that we can provide more employment opportunities for our communities. I-73 would also provide easier access for visitors from the north to travel to and through our regions and we encourage any efforts to explore avenues which would increase revenues through both industry and tourism.

Please inform the Bluefield to Huntington Highway Association that they have our wholehearted support and we wish them every success in their efforts to have this proposed interstate highway included in the 1991 legislation.

If we may be of any further assistance, please do not hesitate to contact us.

Sincerely,

William M. Dixon

William M. Dixon
President

cc: Congressman Rick Boucher
Mr. K. A. Ammar, Jr.

DIRECTORS:

Gene K. Baumgardner
G. W. Catron
Harold B. Chrisley
Herbert G. Cooley
Arlene R. Crockett

Thomas B. Dunn
Thomas Green III
Ann F. Hamilton
Gene H. James

George F. James, Jr.
N. Stanley King, Sr.
Thomas Edwin Reese, Sr.
C. Wayne Sutherland
James S. Vaught

James A. Williams, Director Emeritus
Trenton G. Crewe, Jr., Legal Counselor

COMMONWEALTH OF VIRGINIA
BLAND COUNTY
BOARD OF SUPERVISORS

GARY L. CUTLIP
COUNTY ADMINISTRATOR
P.O. BOX 344
BLAND, VIRGINIA 24315
703-688-4622

November 1, 1990

Mr. K. A. Ammar, Jr., President
Bluefield to Huntington Highway Association, Inc.
P.O. Box 1480
Bluefield, WV 24701

Dear Mr. Ammar:

The Bland County Board of Supervisors at its October 22, 1990, meeting voted to send a letter of endorsement for the I-73 Highway Project.

The proposed highway would be significant to Bland County in attracting new business to the County and would also be a boost to Southwest Virginia's tourism industry. We appreciate Mr. John F. Sages's presentation to our Board and are happy to give our support to your efforts. We trust that our endorsement will be helpful in making I-73 a reality.

Sincerely,

Fay H. Lambert
Chairman,
Bland County Board of Supervisors

ncp

SHARON DISTRICT
George E. Schaeffer, Jr.

SEDDON DISTRICT
Fay H. Lambert

MECHANICSBURG DISTRICT
William R. Ramsey

ROCKY GAP DISTRICT
Gary W. Nelson

RESOLUTION
INTERSTATE 73

WHEREAS, 1991 will see Congress write a new surface transportation act; and

WHEREAS, certain areas of Appalachia have not benefitted from improved roads, including the southern portion of West Virginia; and

WHEREAS, the construction of an interstate corridor from Detroit, MI to Myrtle Beach, SC (hereinafter know as I-73) through Huntington and Bluefield, WV would serve as a economic stimulus for that region,

WHEREAS, support for Interstate 73 from communities along the proposed routing will be critical for the funding of the project, and

WHEREAS, the Wythe County Board of Supervisors has grave concerns of the inadequacy of the interstate interchanges currently in place.

NOW, THEREFORE, the Wythe County Board of Supervisors, meeting in regular session this the Twelfth day of February, 1991, do hereby endorse the Interstate 73 proposal.

FURTHER, this endorsement is conditional upon the following being addressed as part of the Interstate 73 project.

1) The upgrading or replacement of all interchanges on the proposed routing, (I-77 and I-81 corridor),

2) provisions for the improvement of the Big Walker Mountain Tunnel in preparation for increased traffic,

3) provisions for additional lanes through Wythe County to minimize congestion,

FURTHER, that copies of this resolution be forwarded to Senator John W. Warner, Senator Charles S. Robb, Congressman Frederick C. Boucher, and the Bluefield to Huntington Highway Association.

R. T. DuPuis,
Chairman

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
PUBLIC AFFAIRS DIVISION
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

JAMES B. HUNT, JR.
GOVERNOR

SAM HUNT
SECRETARY

Release: Immediate
Contact: Bill Jones, (919) 733-2522
Release No: 145

Date: May 11, 1993
Distribution: N.C.

ROUTE SELECTED FOR I-73 THROUGH N.C.

RALEIGH -- Gov. James B. Hunt Jr. and state Transportation Secretary Sam Hunt today announced the selection of a route in North Carolina for Interstate 73, a new north/south interstate highway between Charleston, South Carolina and Detroit, Michigan.

The route was included in the Intermodal Surface Transportation Efficiency Act (ISTEA) approved by the U.S. Congress in 1991.

"The highway will provide welcome economic development in the counties along and near this corridor, as well as saving travel time for motorists." Gov. Hunt said.

Secretary Hunt promised that members of the N.C. Board of Transportation and staff of the N.C. Department of Transportation will "do all they can to bring the entire route to interstate standards as soon as possible."

Interstate 73 will enter the state on Interstate 77 at the Virginia state line in Surry County. It will use I-77 to the U.S. 52 Connector north of Pine Ridge and then use U.S. 52 through Stokes and Forsyth counties to U.S. 311 in Winston-Salem. From there, the highway will use U.S. 311 through Guilford and Randolph counties to U.S. 220 north of Asheboro. From there, the interstate will use U.S. 220, through Randolph, Montgomery and Richmond counties to U.S. 1 in Rockingham and then exit the state on U.S. 1 at the South Carolina state line.

Except for the I-77 segment in Surry County, none of highways to be used for I-73 are built to interstate standards. Although those are scheduled in the NCDOT's Transportation Improvement Program (TIP) to be upgraded to multi-lane highways, additional funds will be required to bring them to interstate standards.

Existing state and federal funds will have to be used for the upgrade since no additional funding was designated in the federal legislation for I-73 in North Carolina.

###NCDOT###

Mount Airy Chamber of Commerce, Inc.

P. O. Box 913 • 134 South Renfro Street • Mount Airy, North Carolina 27030 • 919/786-6116

February 25, 1993

Interstate 73 Association of North Carolina
G.R. Kindley - Chairman
311 East Franklin Street
Rockingham, North Carolina 28379

Dear Mayor Kindley:

We are in receipt of your letters of November 13, 1992 and February 11, 1993 pertaining to the I-73 Association and support for the I-73 project.

The Mount Airy Chamber of Commerce would support such an effort due to the increase in traffic and the potential increase in tourism through the state of North Carolina enroute to the East Coast. I realize that it is early in the project and that the proposed routes along which I-73 would travel are still in design, but I would suggest consideration be given to I-77 and the I-77 Route 52 Connector rather than Route 52 from Virginia.

The Mount Airy Chamber of Commerce will be represented at your meeting on March 10, 1993 by two people, one from Surry County and one from Mount Airy.

As you may know the Mount Airy Chamber of Commerce and the Director of Economic Development for Surry County have been in full support of the I-77/Route 52 Connector in Surry County which connects I-77 North of Mount Airy with Route 52 South of Mount Airy. The Connector has been funded and the first two segments (from the North end) are now under construction. It is scheduled to be finished in 1998 and will provide for South bound traffic on I-77 to have easy access to Route 52 South through Winston-Salem to Route 40. Since I-77 is nine miles West of Mount Airy and the connector will intersect with 52 approximately two miles South of Mount Airy, I believe ample transportation routes exists (or will exist) for traffic to Myrtle Beach coming through the Mount Airy/Surry County area and, in my opinion, designation of an I-73 through the area would probably pick the same routing.

Again, the Mount Airy Chamber of Commerce can provide general support to the I-73 project, but we are unable to provide financial assistance at this point. A representative will plan to see you at the March 10, 1993 meeting and I wish you success with your endeavor.

Sincerely,

Thurman Watts

Thurman Watts/Chairman
Economic & Business Development Committee

Resolution by the
Winston-Salem/Forsyth County Transportation Advisory Committee

Interstate 73/74

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) was adopted by Congress in 1991 with a principal goal of providing better connectivity for the movement of people and goods throughout the United States; and

WHEREAS, ISTEA mandates an Interstate project called I-73/74 to connect Detroit, Michigan to Charleston, South Carolina, by way of Winston-Salem, North Carolina; and

WHEREAS, the I-73 Association, the North Carolina Department of Transportation, and the Federal Highway Administration have supported utilizing projects programmed in the existing T.I.P. for the proposed I-73/74 alignment in order to facilitate timely construction; and

WHEREAS, I-73/74 would enhance economic opportunities in Forsyth County and provide better connectivity for movement of people and goods from Forsyth County to the South Central Piedmont Region of North Carolina; and

WHEREAS, the I-73/74 corridor would provide a more direct and efficient route for people throughout the corridor region to travel for leisure and tourist activities; and

WHEREAS, the Winston-Salem/Forsyth County Transportation Advisory Committee continues to support the routing of I-73/74 through Winston-Salem and Forsyth County, North Carolina; and

WHEREAS, as a show of continuing support, the Winston-Salem/Forsyth County Transportation Staff and Transportation Advisory Committee is beginning to address local and regional issues associated with the I-73/74 facility early in the planning process to adequately prepare for implementation.

NOW, THEREFORE BE IT RESOLVED that the Winston-Salem/Forsyth County Transportation Advisory Committee supports the concept of an Interstate Highway connecting Detroit, Michigan to Charleston, South Carolina and urges the North Carolina Board of Transportation and the United States Congress to continue supporting the location of the I-73 corridor through Winston-Salem.

ENACTED by the Winston-Salem/ Forsyth County Transportation Advisory Committee this 19th day of January, 1994.

Robert S. Northington, Jr.

Robert S. Northington, Jr. TAC Chairman

38 RES 12-92

RESOLUTION SUPPORTING DEVELOPMENT OF NEW INTERSTATE HIGWAY 73

WHEREAS, the Federal Highway Administration has proposed a new Interstate Highway 73, to be designed and constructed from Detroit, Michigan and passing through Portsmouth, Ohio and Winston-Salem, North Carolina and ending at Charleston, South Carolina; and

WHEREAS, the designation and construction of such an Interstate Highway would enhance the potential for economic development for the entire state of North Carolina; and

WHEREAS, the most direct route for such a highway through North Carolina would be to the Winston-Salem area to the Asheboro area via Highway 311 and then South along US 220; and

WHEREAS, much of existing US 220 is already constructed to Interstate standards thereby making this route less expensive;

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Asheboro supports the concept of an Interstate Highway from Detroit, Michigan to Charleston, South Carolina and urges the North Carolina Board of Transportation to designate the existing US 220 from Asheboro to Rockingham as the new Interstate 73 route through North Carolina.

Adopted this the 10th day of December, 1992.

W. J. Trogdon, Mayor

ATTEST:

Carol J. Cole, CMC
City Clerk

RANDOLPH COUNTY BOARD OF COMMISSIONERS

Randolph County Office Building ☐ 707 McDowell Road ☐ Post Office Box 4728
Asheboro, North Carolina 27204-4728 ☐ Telephone: (919) 629-2131

RESOLUTION SUPPORTING DEVELOPMENT OF NEW INTERSTATE HIGHWAY 73

WHEREAS, the Intermodal Surface Transportation Efficiency Act of November 26, 1991, has been approved by Congress for the creation of a new Interstate Highway 73 from Detroit, Michigan to Charleston, South Carolina, and

WHEREAS, the designation and construction of such an Interstate highway would enhance the potential for economic development for Randolph County and the entire State of North Carolina, and

WHEREAS, the most direct route for such a highway through North Carolina would be, according to the legislation, through Winston-Salem and the Piedmont Triad of North Carolina, utilizing United States Highway 52 from the Virginia border to Winston-Salem, United States Highway 311 from Winston-Salem through High Point and Archdale to Randleman, connecting to United States Highway 220 in Randolph County southward to Rockingham, and

WHEREAS, the majority of United States Highway 220 is already constructed to Interstate standards thereby making this route less expensive, and

NOW, THEREFORE, BE IT RESOLVED by the Randolph County Board of Commissioners that the Board supports the concept, design and implementation of Interstate 73 from Detroit, Michigan, through Portsmouth, Ohio, and Winston-Salem, North Carolina, utilizing the route described above, and urge the North Carolina Board of Transportation to designate the existing US 220 in Randolph County, Montgomery County and Richmond County as the new Interstate 73 route through North Carolina.

Adopted this 4th day of January, 1993.

Darrell L. Frye, Chairman
Randolph County Board of Commissioners

Myrtle Beach Area Chamber of Commerce
P.O. Box 2115, Myrtle Beach, South Carolina 29578 • (803) 626-7444

RESOLUTION

WHEREAS, the Administration of the United States, George Bush, President, and the Federal Highway Administration, have announced a new five-year program for the enhancement of the nation's Federal Highway System, and

WHEREAS, the mission of this effort is to enhance commerce and highway safety, and

WHEREAS, the existing highways serving the Myrtle Beach Area are already carrying more traffic than they were designed to handle, and

WHEREAS, a proposal has been developed for a new Interstate Highway (I-73), beginning at Detroit, Michigan and stretching Southeasterly through Ohio, West Virginia, Virginia, North Carolina and the coastal sections of South Carolina, and

WHEREAS, Interstate-73 would enhance South Carolina's tourism economy by serving Myrtle Beach, Georgetown and Charleston, SC,

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Myrtle Beach Area Chamber of Commerce joins with public and private organizations in states and communities seeking Federal and State support for the building of Interstate-73 from Detroit to Myrtle Beach and Charleston, SC.

Adopted this 16th day of April, 1991, by a unanimous vote of the Board, J. Roddy Swaim, Chairman.

J Roddy Swaim

Resolution

STATE OF SOUTH CAROLINA
COUNTY OF HORRY
CITY OF NORTH MYRTLE BEACH

SUPPORTING INTERSTATE 73
FROM DETROIT, MICHIGAN TO CHARLESTON, SOUTH CAROLINA

WHEREAS, The Administration of the United States, President George Bush, and the Federal Highway Administration have announced a new five-year program for enhancing the nation's Federal Highway System; and,

WHEREAS, One purpose of this effort is to enhance interstate and intrastate commerce while improving highway safety; and,

WHEREAS, Existing highways serving North Myrtle Beach and the entire Grand Strand already carry more traffic than they were designed to handle; and,

WHEREAS, A proposal has been made for a new Interstate Highway, I-73, which would begin at Detroit, Michigan and then stretch southeastward through Ohio, West Virginia, Virginia, North Carolina, and the coastal sections of South Carolina, terminating at Charleston, South Carolina; and,

WHEREAS, Interstate 73 would enhance our State's tourism economy by serving North Myrtle Beach, Myrtle Beach, Surfside Beach, Georgetown, and Charleston, South Carolina.

NOW THEREFORE BE IT RESOLVED by the Mayor and City Council of the City of North Myrtle Beach, South Carolina, in Council duly assembled, that Council joins with other Grand Strand communities, and public and private organizations in other states seeking Federal and State support for the building of Interstate 73 from Detroit, Michigan to Charleston, South Carolina.

BE IT FURTHER RESOLVED that copies of this Resolution be sent to South Carolina's Congressional Delegation, Governor Carroll Campbell, and to Bob McLellan, Executive Director of the South Carolina Department of Highways and Public Transportation, as a show of support for this important highway project.

DONE, RATIFIED AND PASSED ON THIS 26th DAY OF AUGUST 1991

Ruby N. Tilghman
MAYOR TILGHMAN

ATTEST:

Beverly K. Gray
CITY CLERK

JOSEPH P. RILEY, JR.
MAYOR

HOWARD R. CHAPMAN, P.E.
DIRECTOR

City of Charleston
SOUTH CAROLINA
Department of Traffic & Transportation

August 27, 1991

The Honorable John O. Rockefeller
United States Senate
100 Russell Building
Washington, D.C. 20510

Dear Senator Rockefeller:

Charleston City Council at its meeting on August 19th approved a resolution endorsing the Interstate 73 project between Detroit and Charleston, South Carolina. Enclosed for your review is a copy of that resolution. We urge you to encourage that Interstate 73 be included in the Surface Transportation Act presently before Congress.

Thank you very much for your strong endorsement for a comprehensive transportation program for the United States.

Sincerely,

Howard R. Chapman, P.E.
Director

HRC/mj

Enclosure

cc: The Honorable Strom Thurmond
The Honorable Ernest F. Hollings
The Honorable Arthur Ravenel, Jr.
Mayor Joseph P. Riley, Jr.
Mr. K. A. Ammar, Jr.

180 LOCKWOOD DRIVE EXTENSION, CHARLESTON, SOUTH CAROLINA 29403

STATEMENT OF ASHBY WARD
South Carolina's Remarks
Subcommittee Hearing
Surface Transportation
March 15, 1994

Mr. Chairman, distinguished members of the Congress... ladies and gentlemen:

When the Interstate Highway system was designed in the 1950's, the Myrtle Beach area was a small community of fewer than 5,000 residents and its tourism business was a summertime phenomenon attracting a few thousand visitors from the two Carolinas.

Today we are a 50-mile stretch of beach, golf courses, hotels, restaurants and amusement facilities which attract more than 10-million visitors each year. Our visitors come from all 50 states, from Canada and from Europe.

Tourism in South Carolina is a 6.5-billion annual industry and the Myrtle Beach area attracts nearly 2.5-billion each year. Tourism is now the largest employer in our state and the coastal section represents more than 60% of the state total.

While our county population is less than 150,000 persons, our average daily population for nearly half of the year is half-a-million persons. For seven months each year, we are the largest city in our state. Yet, we are more than 70 miles from the nearest interstate highway. In fact, there is no community in South Carolina which is farther from an interstate highway.

Dun and Bradstreet has, in recent year, twice listed our county among the twenty (20) fastest-growing counties in the USA.

Conversely, a recent study by Coastal Carolina University indicates that unless we solve our problems of highway congestion within ten (10) years, our local community will be losing approximately a billion dollars per year in tourism expenditures.

This, obviously, will impact severely on our business community, on our ability to maintain an acceptable quality of life, on local, state and federal tax collections, and because of our high level of foreign tourism, on our nation;s balance of trade.

We believe that close adherence to the original I-73 plan will provide substantial economic development opportunity along the entire route in our state, and especially along our coast. The proposed coastal corridor will provide vastly improved access to South Carolina's port cities of Georgetown and Charleston.

On the matter of safety, I should point out that the Myrtle Beach area is an island, separated from the mainland by the Atlantic Intracoastal Waterway. Within the 50-miles between North Myrtle Beach and Pawleys Island, there are only two bridges crossing the waterway. Estimates are that, in the event of a peak-season hurricane, it would take more than 24 hours to evacuate the area...but the weather bureau can be reasonably certain of only a 12-hour strike probability. I-73 could help to avoid massive loss of life!

Being a coastal resort, we are acutely aware of the need for protection of the environment. Within the proposed corridor study areas in South Carolina, the original I-73 plan can be accommodated mostly through the upgrading of existing two-lane and four-lane

highways. The necessary new construction in our county has already received all required approvals and ground-breaking has already taken place.

As to consistent funding of the project: obviously the money is not in the bank. However, the commission of the South Carolina Department of Transportation has twice voted to support the I-73 route from Bennettsville to Myrtle Beach, and on to Charleston. A concurrent resolution by the South Carolina General Assembly supports the same route. Also, Governor Campbell has written a letter in which he states his support of I-73 because it would enhance our tourism industry. All of this is in addition to a memorandum from the Federal Highway Administration which states that I-73 should go to Myrtle Beach and then on to Charleston.

I recognize that there are other routing proposals. Almost all, however, show support for the Myrtle Beach to Charleston route. There is no other possible route through South Carolina which would even come close to equaling the economic and safety benefits of the coastal route which we are supporting. We know that the studies will substantiate that statement and we hope you will do whatever is necessary to see that the South Carolina coastal route is a part of I-73, and that the entire project becomes a reality as soon as possible.

Thank you for your attention and consideration.

Ashby Ward

Myrtle Beach, South Carolina

REMARKS OF THE
HONORABLE WILLIAM E. WARD, MAYOR
CITY OF CHESAPEAKE, VIRGINIA

TO

THE SURFACE TRANSPORTATION SUBCOMMITTEE;
HOUSE PUBLIC WORKS AND TRANSPORTATION
COMMITTEE

ON

MARCH 15, 1994

OVERVIEW

PROJECT: SOUTH BATTLEFIELD BOULEVARD (STATE ROUTE 168)
"RETURN THE ROAD TO OUR RESIDENTS"

Location:

- The corridor is located between I-64 and the North Carolina State line
- The project is 10.2 miles extending from the Southern end of the existing Great Bridge by-pass, to the North Carolina State line
- Serves as the primary route to the resort areas of North Carolina's Outer Banks

Proposed Project:

- A four-lane divided limited access roadway, three interchanges, four grade separations and bridge over the Northwest River

Authorization Request:

- $9.5 million ($4 million engineering design and $5.5 million for right-of-way acquisition) total project cost $113 million
- Estimated toll coverage 25% ($26 million)

Documented Support:

- Chesapeake City Council
- Currituck County, NC Board of Supervisors
- Dare County, NC Board of Supervisors
- Hampton Roads Planning District Commission (MPO)
- Virginia Department of Transportation
- Virginia General Assembly
- Senator Charles S. Robb
- Congressman Norman Sisisky
- Congressman H. Martin Lancaster
- Naval Security Group Activity Northwest, Chesapeake

Project Need/Justification:

- Existing Road carries three times its design capacity
- 80% of the traffic originates outside the region
- Serves as primary emergency evacuation route for mandatory hurricane evacuation of North Carolina's Outer Banks including a majority of the 200,000 daily visitors and 39,000 residents of Dare and Currituck Counties [congestion during Hurricane Emily Fall, 1993]
- Since 1979, there have been 14 fatal accidents, with over half being head-on collisions. On average 73 accidents occur annually

- Local public safety (Police, Fire and Emergency Medical Services) response efforts to Southern Chesapeake are hampered by the congestion. Delays are especially critical for trauma cases which require rapid treatment

- 70% of Dare County North Carolina's ambulance runs travel this road to obtain medical treatment in Tidewater. Congestion increases travel times which increases risks to patient well being

- The everyday lives of local residents, businesses, and farmers are so disrupted by this traffic that it has become a controlling force as residents arrange their lives around traffic conditions to avoid peak periods [man counts 150 cars before getting out of the driveway; church hires off duty police officer to allow people out after church]

- Travel times to the Outer Banks are increased by 1 hour

Project History/Current Status:

- City Council initially requested the road in 1968, some 26 years ago

- City and State have spent over $40 million over the last 15 years in constructing the Great Bridge bypass, bridge over the Northwest River, lane widenings, turning lane improvements, traffic signalizations, etc.

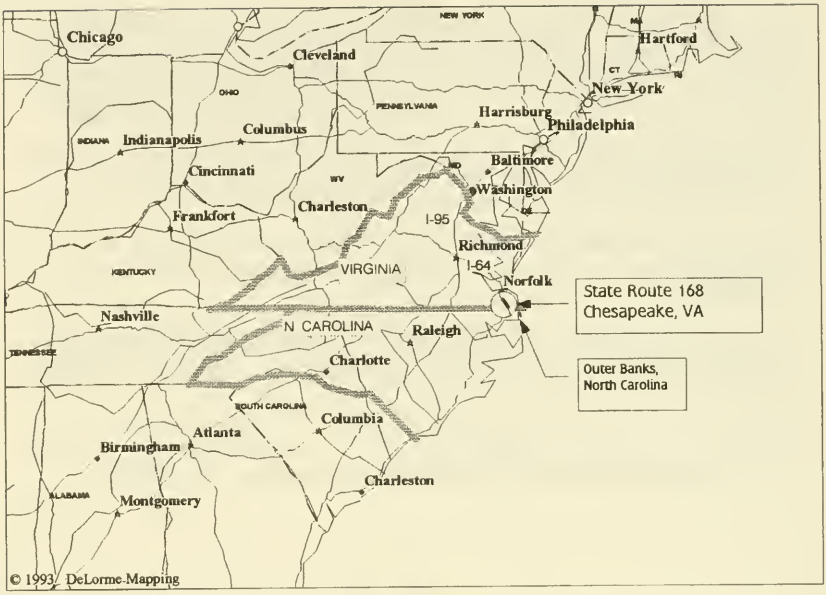
- Submitted to Congress for the National Highway System (NHS) in Virginia and North Carolina, included in VDOT's 6 year Transportation Improvement Plan, all State and Regional long-term plans and critically needed unfunded project listings

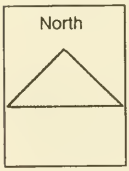
- The State has allocated $6.3 million to date for engineering, however due to insufficient funding, other long-standing and less costly projects were further advanced in the plan development process. Using all the funding allocated to the City ($6 million annually) would still not accomplish this project but would mean the other less costly projects would not be constructed either

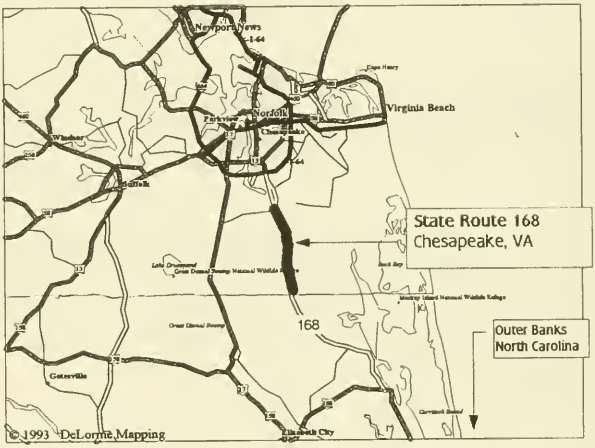
- Project is under review by Federal agencies for concurrence as part of the integrated NEPA/404 process

- The environmental approval, engineering and right-of-way acquisition phases should be completed by 1997

- The project is compatible with improvements to 168 in North Carolina scheduled to begin in 1995







Vicinity Map

South Battlefield Boulevard, State Route 168

Chesapeake
VIRGINIA

San Joaquin Hills Corridor Agency
Chairman: Patricia Bates Laguna Niguel

Foothill/Eastern Corridor Agency
Chairman: Scott Diehl San Clemente

TRANSPORTATION CORRIDOR AGENCIES

William Woollett, Jr. Chief Executive Officer

Walter D. Kreutzen Executive Vice President Finance & Administration

Gregory G. Henk Executive Vice President Design & Construction

Testimony of William Woollett, Jr. Chief Executive Officer
Transportation Corridor Agencies, Santa Ana, Ca.

Mr. Chairman and members, my name is William Woollett. I am the chief executive officer of the Transportation Corridor Agencies, located in Orange County, California.

The "TCA"--as I will refer to it in my testimony--is a public agency. It is governed by elected officials--three county supervisors and 16 mayors and councilmembers from local cities.

The TCA was formed to plan, design, finance, construct and operate three public toll roads. The TCA works closely with the California Department of Transportation because the three roads are state highways. They become the property of the state of California upon opening and are maintained by the state; the TCA is responsible for collecting the tolls, which are used to repay the costs of construction.

In the Surface Transportation and Uniform Relocation Act of 1987 the TCA projects and six others throughout the nation were designated by Congress as demonstration toll corridors.

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Members: Anaheim • Costa Mesa • County of Orange • Dana Point • Irvine • Lake Forest • Laguna Hills • Laguna Niguel • Mission Viejo • Orange • Newport Beach • Santa Ana • San Clemente • San Juan Capistrano • Tustin • Yorba Linda

Recycled Paper

A segment of the first TCA toll road opened on October 16, 1993. It is the Foothill Corridor, the first toll road built in modern California history. The road is fully operational and traffic is increasing steadily.

The majority of funds for construction of the Foothill Corridor were raised locally. The source of those funds is a one-time fee that is levied on the construction of new homes, apartments and commercial and industrial properties near the corridors.

A second toll road, the San Joaquin Hills Transportation Corridor, is now under construction. It is expected to be finished in March, 1997.

The third toll road our Agency plans to build is the Eastern Transportation Corridor.

The TCA has already spent $50 million dollars toward the planning, design and permitting for the Eastern Corridor. This 23-mile long facility will connect residential areas in northern Orange County and western Riverside County to major job centers near the Orange County Airport and the Irvine Spectrum.

We expect to receive federal environmental approval for the Eastern Corridor in July of this year.

We hope that the state of California will contribute up to $80 million dollars in state gasoline tax revenues for construction of the project. However, the weakness of the California economy continues to negatively impact state revenues, and the effect of the Los Angeles earthquake on highway construction funding needs may impair the ability of the state to provide those funds.

Mr. Chairman, let me now explain how $9.6 million dollars in federal budget authority enabled our Agency to attract more than $1 billion dollars in private capital.

The San Joaquin Hills Corridor will open in 1997. We know from the experience of other toll roads that the first years of operation are the most critical, from a revenue standpoint.

To address this situation, we worked with the Congress in 1992 to create a Line of Credit authority. It provides that once open, the San Joaquin Corridor may borrow, at 30-year Treasury bond rates, up to $24 million dollars per year for no longer than five years if--and only if--toll revenues are not sufficient to repay construction bonds.

The $9.6 million dollars in current budget authority was deemed by the Congressional Budget Office and Office of Management and Budget as sufficient to cover the present value of the risk of the potential loan amount, which totals $120 million dollars.

Congress created the Line of Credit authority in October, 1992. Just five months later, the TCA sold $1.2 billion dollars in tax-exempt bonds to construct the San Joaquin Corridor. Work on final design started the next day, and actual construction began six months later.

I believe, Mr. Chairman, it is entirely probable that when our road finally opens, we may not need to access the Line of Credit at all. But the $9.6 million dollars in budget authority alone was a key element in leveraging more than $1.2 billion dollars from private investors to build a 14-mile, six-lane toll highway in southern California. It will provide significant traffic relief to Interstate 5, one of the nation's most heavily travelled highways, and the four years of construction will mean a $5 billion dollar stimulus to the economy of southern California.

By creating another the Line of Credit and allocating under $10 million dollars in budget authority, I am confident that we can again access the capital markets and sell the $1.5 billion dollars in bonds that will fund construction of the Eastern Corridor.

The Line of Credit legislation is the kind of innovative approach to highway funding foreseen by ISTEA that will provide more new highway construction for fewer federal dollars. It is also consistent with the President's Executive Order of January 26 of this year, in which he directed federal agencies to, "seek private

sector participation in infrastructure investment and management."

Mr. Chairman and members, I hope you will carefully consider providing a Line of Credit for the Eastern Transportation Corridor. I also hope that you will look favorably on our application for National Highway System status for the San Joaquin Hills and Eastern Corridors.

I would be happy to answer any questions you might have.

##

For More Information Contact:

Michael Stockstill, Director of Public Affairs
Transportation Corridor Agencies (714)436-9800

William Ferguson, The Ferguson Company
(202) 331-8500

TCA 3/15/94

West Valley City

Statement of

MAYOR GEARLD L. WRIGHT
WEST VALLEY CITY, UTAH

on the

5600 WEST CORRIDOR EXPANSION

before the

SUBCOMMITTEE ON SURFACE TRANSPORTATION
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
U.S. HOUSE OF REPRESENTATIVES

March 15, 1994

3600 Constitution Blvd West Valley City, Utah 84119-3720 Phone: (801) 966-3600 FAX (801) 966-8455

TESTIMONY OF MAYOR GEARLD L. WRIGHT ON 5600 WEST

Thank you Chairman Rahall, Members of the Committee, and staff for allowing me the opportunity to speak before you today regarding West Valley City's proposal for funding authorization under the National Highway System bill to expand the 5600 West Corridor. I understand that you have already given a great deal of time to hearing testimony for an enormous number of projects, so I will keep my comments brief.

Mr. Chairman, most people do not realize that West Valley City is the second largest city in the State of Utah. It is located just south of Salt Lake City, and although a suburb of Salt Lake, we are a City with a strong mix of industrial, business and commercial land uses. Most of these economic centers are located adjacent to freeway systems, but in the western part of our City no such access is available. Our proposal is for an access road that is so desperately needed. Without a strong principal arterial street that can accommodate existing and expected growth, our region's positive economic climate will deteriorate. The role that adequate transportation facilities play in economic development cannot be underestimated.

5600 West is currently a half-century old two lane street carrying 18,000 – 20,000 vehicles per day. Within 20 years it is expected to carry 60,000 – 70,000 vehicles per day. Growth is rapidly occurring and the need to begin improving this facility is imperative. If you will refer to the map that we have provided for your convenience you will see that our proposal is to widen the street to two lanes in each direction, with a median turn lane. The expansion would essentially cover from 2100 South to 6200 South, or approximately 6 miles. This section of 5600 West, which is located in West Valley City, will improve street safety, as well as alleviate congestion and delay. It is crucial that we address these problems now, and improve the level of service throughout this area. Many businesses are eager to locate along this roadway but are concerned that its improvement may be too far off in the distant future to warrant investment in the region. Without improvements to the highway's current condition we stand to lose these businesses and the significant positive economic growth which they would bring to the area.

The Utah Department of Transportation (UDOT), Salt Lake County, West Valley City, West Jordan City and Salt Lake City are actively participating together in the drafting of an Environmental Impact Statement (EIS) for this facility. The process has been underway for approximately two years and is near completion, with the cost of the EIS reaching well over $1 million. The EIS is studying several alternative means of addressing the transportation needs in this corridor. Discussion has included an expressway, and six or eight lane arterial streets. The proposed immediate improvements to the portion of 5600 West in West Valley City is being looked at as the first step in attempting to address the transportation needs of this 5600 West corridor.

West Valley City's Major Street and the Salt Lake Area Long Range Transportation Plan suggest that a 106 foot right-of-way with three lanes in each direction would be most

appropriate. However, local funds to complete a project of this magnitude are simply not available. We need your help. The major cost involved in the expansion of I-15 and its rehabilitation will far exceed the constituency's ability to pay. Significant projects like 5600 West may get by-passed because of the emphasis on the major freeway system. It is obvious that the freeway system will not work unless adequate support roads are available.

West Valley City has requested a $5.4 million authorization for expanding its portion of 5600 West. It is important to note the letter I have attached to my testimony to be submitted for the record. This letter explains that the City would like to amend our original request for $8 million to $5.4 million to reflect the required 20 percent local match. This was inadvertently omitted in our original proposal submitted to the committee on January 7. Approval of the $5.4 million, Mr. Chairman, would be money well spent.

1. *Congestion can be alleviated. All major highway facilities on the west side of Salt Lake County will ultimately fail without the improvements to the 5600.*

2. *Business and residential areas will have enhanced access. Several new business, industrial parks and commercial shopping centers all access this facility and are dependent on increasing its capacity for their success.*

3. *Major new employment intensive businesses such as Frito-Lay and the Matrixx Corporation will have the kind of transportation facility they require for locational decision making and long term growth.*

4. *Safety will improve. 5600 West currently has one of the highest accident rates in the City and this situation is becoming more acute each year.*

5. *Delays will decrease. Currently during peak traffic periods the facility functions at level service E and F at the intersections of 3500 South and 4100 South.*

6. *A substantial energy savings will occur.*

7. *The residents along the street will finally have an improved roadway system which has been discussed and promised for the last 20 years.*

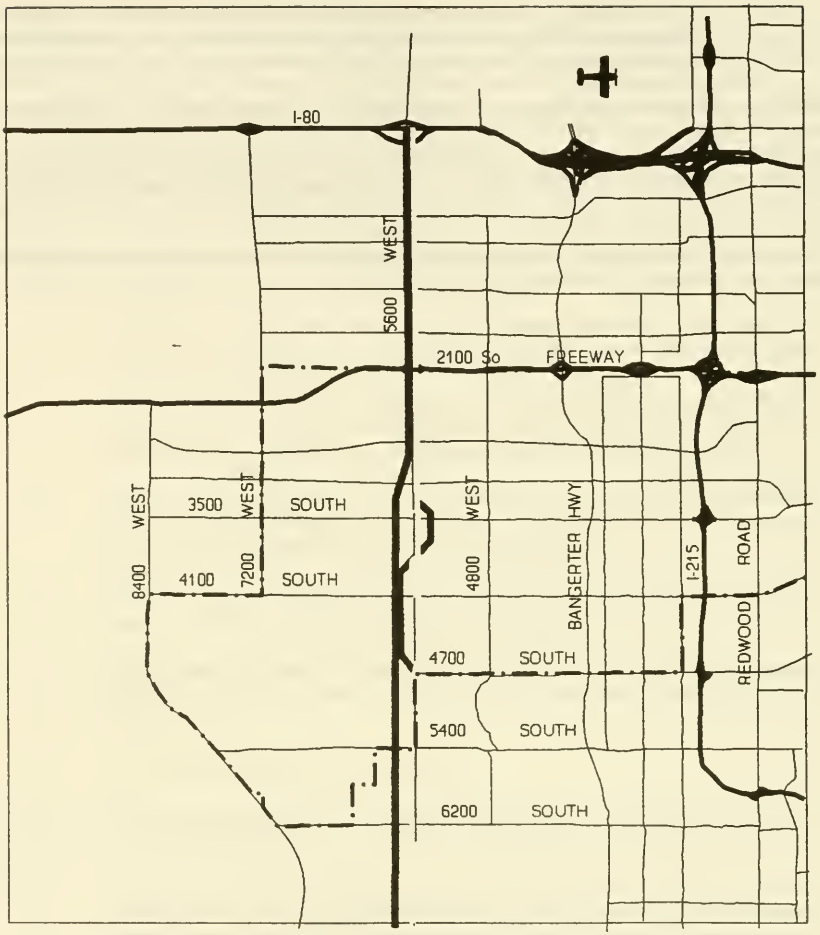
8. *The highway has a significant regional importance. The Long Range Transportation Plan commits 5600 West as the major north/south facility from Weber County through Salt Lake County to Utah County. Currently I-15 is the only other significant highway facility which provides this service.*

9. *The EIS will be approved within a year. Therefore, this is a "ready to go" project which Congress can award financial resources to build and see almost immediate results. The City cannot wait, and should not need to wait, until the next transportation bill.*

10. *The 5600 West project is the least expensive request from the Utah Delegation and the $5.4 million should complete the four lane facility from 6200 South to 2100 South.*

UDOT, the Wasatch Front Regional Council, Salt Lake County, and the City of West Jordan recognize the regional significance of this project and have articulated its importance in letters of support to your committee. I hope the Committee will find the capacity to also support the 5600 West Corridor Expansion Project in West Valley City, Utah.

Again, I sincerely appreciate your time and consideration of our request and will happily answer any questions.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Short Bypass, Expressway
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West Valley City

March 15, 1994

Honorable Nick Joe Rahall, Chairman
Subcommittee on Surface Transportation
Public Works & Transportation Committee
B-376 Rayburn HOB
Washington, DC 20515

Dear Mr. Chairman,

This letter is to clarify West Valley City's request for financial support for the 5600 West Expressway. This road is on the National Highway System (NHS), and on the Long Range Transportation Plan for the metropolitan area.

The total cost estimate of completing Phase I for 5600 West is $12.9 million. The current request before the committee has been reduced to $5.4 million from the original $8 million. The Phase I facility is an at grade street, without elevated roadways or separated grade intersections. The costs for Phase I are described in the chart below:

PHASE I SOURCES OF FUNDS (4 Travel Lanes 1 Turning Lane)	
$4.9 million	Previously committed Fed funds
2.6 million	State, local governments and private match
* 5.4 million	Additional Fed funds
$12.9 million	**Total to complete Phase I**

*This $5.4 million figure replaces the $8 million original request.

The construction of the 5600 West facility has been divided into two phases. During our work on the Environmental Impact Statement (EIS) we have found the traffic demand called for a far more ambitious regional project with an expressway and interchanges. This will delay construction of the expressway due to the significant cost. However, all the expressway alternatives in the EIS recognize the need to widen the existing 5600 West

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highway from a two lane to a four lane highway, with a median turning lane. Therefore, the cities, county and state recommend phasing the project in order to meet an immediate crisis with the existing highway.

The next phase in the project will be the completion of Phase II, which is the construction of the Expressway with an estimated cost of $80+ million. This expressway will be limited access with separated grade interchanges. The attached map illustrates the importance of the 5600 West alternatives and their relationship to the other major arterial streets in the western portion of Salt Lake County. The major arterial streets serving the western portion of Salt Lake County are I-215, Bangerter Highway and 5600 West. Each street can function successfully only with the completion of 5600 West.

West Valley City sincerely appreciates favorable consideration of this request by the Surface Transportation Committee.

Sincerely,

Gearld L. Wright

Gearld L. Wright
Mayor

GLW:jm

Encl

cc: John Patterson, City Manager
Joseph L. Moore, Community & Economic Development Director
Russell Willardson, Public Works Director
George Ramjoue', Wasatch Front Regional Council

SPENCER T. BACHUS, III
6TH DISTRICT, ALABAMA

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March 23, 1994

The Honorable Nick Rahall
Chairman, Subcommittee On Surface Transportation
U.S. House of Representatives
B376 Rayburn
Washington, D.C. 20515

Dear Chairman Rahall:

I would like to submit the attached statement from the City of Tuscaloosa, Alabama to be part of the Intermodal Surface Transportation Efficiency Act hearing record. I believe the statement clearly explains the Tuscaloosa's need for funding through the Intermodal Surface Transportation Efficiency Act (ISTEA).

It is my understanding that the Alabama Department of Transportation has testified before your committee about this project and has made it one of the ten priority projects for the state. I, too, believe this project is very important to the state and hope that it will receive full ISTEA funding.

Thank you very much for allowing me to submit these remarks.

Sincerely,

Spencer T. Bachus, III
Member of Congress

STB:mjb

PRINTED ON RECYCLED PAPER

Testimony on
Eastern/Northern Bypass
Tuscaloosa, Al.

submitted by

Alvin P. DuPont
Mayor
City of Tuscaloosa

prepared by

Joseph A. Robinson, P.E.
Director
City of Tuscaloosa Department of Transportation

March 9, 1994

Testimony on

Eastern/Northern Bypass

Tuscaloosa, Alabama

TO: Honorable Nick Rahall
Chairman, Surface Transportation Subcommittee
Committee on Public Works and Transportation

Thank you for the opportunity to present this testimony to your committee concerning the need to complete the Eastern/Northern Bypass around the Tuscaloosa metropolitan area. The Land Surface Transportation Act of 1992 allocated $6.66 million to finish a corridor study, begin engineering, purchase some right of way and begin construction on part of the bypass. The proposed bypass is a four lane limited access highway approximately 17 miles long. Phase 1 of the bypass is an additional bridge crossing of the Black Warrior River northeast of the City. The State of Alabama Department of Transportation is currently purchasing the right of way for Phase 1 of the bypass. Construction on the bridge foundation should begin in May, 1994. The corridor study, which should be completed during the Fall of this year, indicates that

the cost to complete the bypass from U.S. 82 west of the City to I-59/20 east of the City will be approximately $200 million.

Discussions between local officials, concerning an Eastern/Northern Bypass, actually began in the early 1980's. During that time, development east and north of the City was beginning to strain the capacity of the existing U.S. 82 bridge over the Black Warrior River. From 1986 through 1989 the City and the State entered into several joint construction projects to temporarily relieve congestion at intersections on each side of the U.S. 82 bridge. During the design of these intersection improvements (interchanges were built), two separate studies indicated that the U.S. 82 bridge and many of the adjoining highways would be functioning at Level of Service F (jam capacity) by 1997. The two studies also suggested tremendous growth (up to 42% increase) in certain census tracts east and north of the City. In 1989, the City asked the Alabama Department of Transportation to forecast traffic for a proposed Eastern/Northern Bypass. The results showed that the proposed bypass would relieve the congestion on the existing U.S. 82 bridge and many of the other highways. The City of Tuscaloosa and the State of Alabama then began asking for funds from the Metropolitan Planning Organization (MPO) to begin a corridor study. With $200,000 allocated by the MPO, the corridor study was begun. In 1992, as mentioned earlier, $6.66 million was allocated by the Land Surface Transportation Act to begin engineering, right of way purchase and construction on Phase 1 of the Eastern/Northern Bypass.

This Spring (1994), construction will start on Phase 1 of the Eastern/Northern Bypass. Another major development (announced this past Fall), that will have a huge, direct impact on the growth of the Tuscaloosa area (especially the eastern/northern part) will be the building of the Mercedes Benz USA plant only 15 miles from the I-59 interchange with the new bypass. Over 3000 jobs are expected to be created when Mercedes Benz (and satellite suppliers) open for business in 1997. Completion of the Eastern/Northern Bypass is now even more important to provide the surface transportation infrastructure necessary to support this major development.

The Tuscaloosa metropolitan area is a progressive community that aggressively promotes economic development. The completion of the Eastern/Northern Bypass is necessary to facilitate continued economic development. Your committee's favorable consideration of this $200 million request to complete Tuscaloosa's Eastern/Northern Bypass is greatly appreciated.

CONGRESSMAN GEORGE E. BROWN, JR.
TESTIMONY BEFORE
THE SURFACE TRANSPORTATION SUBCOMMITTEE
ON
THE NATIONAL HIGHWAY SYSTEM BILL
March 10, 1994

I would like to thank Chairman Rahall for the opportunity to testify before his subcommittee on behalf of the San Bernardino Associated Governments (SANBAG), which is seeking federal funds for two transportation projects in my district and the City of Fontana, which is requesting funding for a single project also located in my district.

I would first like to urge the subcommittee to consider authorizing critically needed federal funds for construction of two high occupancy vehicle lanes on Interstate 10 between Route 57 in Los Angeles County to Interstate 15 in San Bernardino County. This eight-lane segment is over 30 years old and requires 16.1 miles of HOV lanes each way to alleviate the severe traffic congestion which commuters currently experience along this route. Constructing HOV lanes will encourage and facilitate carpooling thereby reducing traffic and air pollution. In fact, the I-10 project has been included as part of the Southern California Association of Government's strategy to improve mobility and reduce mobile-source emissions in the region.

In developing its plan for the I-10 project, SANBAG has done an excellent job in minimizing the need for widening the freeway or reconstructing the existing interchanges and overcrossings. As a result, only a single interchange at Mountain Avenue, which serves both the cities of Ontario and Upland, will require complete reconstruction. The total project cost, and the amount requested from the Subcommittee is $170 million.

The project will make this particular segment of I-10 safer, more efficient and more accessible to commuters traveling to and from the Los Angeles basin. Constructing HOV lanes along I-10 is also crucial in improving access to Ontario International Airport, one of California's fastest growing airports. Funding for the HOV lanes would enhance past federal investments in the Ontario Airport Ground Access Project, as well as federal investment in the I-10. It is completely compatible with the Ontario Airport Ground Access Project, which has received funding from the subcommittee in previous years.

With easier access to localities off the I-10 in San Bernardino and Los Angeles Counties, businesses will be encouraged to locate in the surrounding area. Any commitment the federal government makes to I-10 will have a ripple effect on the local and state economy, thus allowing San Bernardino County to accelerate completion of I-10 improvements and that of other projects on I-215 and I-15.

The second project I would like to bring before the subcommittee is a plan to extend Metrolink, the Southern California regional commuter rail, west to the former Norton Air Force Base and east to the City of Redlands. The Norton Air Force Base Rail Access Project, as it is named, involves construction of 3.25 miles of new track along a

former Pacific Electric right-of-way and the upgrade of 5.6 miles of existing track.

The Metrolink project is an essential part of the region's plan to redevelop the base and convert it from military to civilian use. Norton's exiting military airport is already in the process of being converted for commercial passenger and freight uses. Plans are also underway for the development of an international trade center and an aircraft maintenance center. Federal support for this project will make it possible for the counties and cities involved in the conversion process to provide the necessary infrastructure for redevelopment.

The total cost of the project is estimated at $51,837,720. The San Bernardino Associated Government is requesting $10.5 million from the State of California to match the local share, which was raised primarily through the local sales tax. A total of $40,000,000 million in federal support is requested for the subcommittee to help complete the Norton Air Force Base Rail Access Project.

Finally, I would like to draw to the Chairman's attention the need for federal funding for an upgrade to an interchange at Sierra Avenue and Interstate 10 in San Bernardino. The upgrade is needed to accommodate the planned HOV lane which is being extended into San Bernardino from Los Angeles on I-10. The current interchange is inadequate to accommodate the high volume of traffic currently using the interchange and its reconstruction is imperative for meeting future traffic demands which are projected to increase significantly. The project will put in place an advanced urban interchange designed to alleviate traffic congestion on Sierra Avenue, make room for the HOV lane and improve general traffic flow on the I-10.

Sierra Avenue is a key arterial highway and an improved interchange at I-10 is critical to the economic growth of the community and general area. The urban interchange will aid in the continued development of the 500 acre Empire Center Commercial and mixed use project located south of the I-10 and the expansion of the Kaiser Permanente Medical Center. Without the urban interchange, the economic stability and existing development in the area would be stifled.

The total cost of the program is projected at $24,400,000. The City of Fontana has secured private funding sources of $2,775,000. The City is requesting $21,625,000 from the subcommittee to satisfy the remaining costs of the project.

I would like to thank Chairman Rahall for the opportunity to come before his subcommittee to testify on behalf of these transportation projects which are critical to my district. I would also like to express my appreciation to the subcommittee for its important work in developing a highway system for our nation.

JERRY F. COSTELLO
12TH DISTRICT, ILLINOIS

PLEASE RESPOND TO THE OFFICE CHECKED BELOW:

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PUBLIC WORKS AND TRANSPORTATION
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(ON LEAVE)

Congress of the United States
House of Representatives
Washington, DC 20515-1312

OPENING STATEMENT OF

CONGRESSMAN JERRY F. COSTELLO (D-IL)

ON THE PROPOSED NATIONAL HIGHWAY SYSTEM

BEFORE THE SURFACE TRANSPORTATION SUBCOMMITTEE

Mr. Chairman, I want to take this opportunity to comment on the proposed routes for the National Highway System (NHS) in my Congressional District as submitted by the U.S. Department of Transportation. The system in the 12th Congressional District is made up of interstate highways, strategic highway corridors, and other important arterial highways that serve interstate and interregional travel and that provide connections to major ports, airports, public transportation facilities and other intermodal facilities.

The routes recommended by the U.S. Department of Transportation match the goals of the region for transportation growth in the future. The advantage of the NHS concept is that it will allow state transportation agencies to focus on a limited number of high priority routes for improvement with Federal-aid funds.

I would like to address NHS routes for two areas of my district separately. The proposed routes for Metro-East Illinois, across the Mississippi River from St. Louis, Missouri will provide residents of Madison and St. Clair Counties with the transportation resources they need. Traffic congestion will be

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Carbondale, IL 62901
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East St. Louis, IL 62203
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Tel: (618) 826-3042

relieved and road improvements will allow the business interest in the area compete more competitively with other regions of the nation and the world.

Route 3 ties the two counties together with the southern part of state. Route 159 connects Interstates 70 and 270 with Interstate 64 and also connects the two county seats, Edwardsville in Madison County and Belleville in St. Clair County.

Route 158 is the Strategic Highway Corridor in my Congressional District. This connector route is critical to the transportation needs of Scott Air Force Base and will also enable traffic from the Scott Joint-Use Airport, which is currently under construction, to merge with interstate traffic.

Route 15, which connects the two major cities in St. Clair County, and also serves as a link with downtown St. Louis by crossing the Martin Luther King Bridge. Other routes proposed for inclusion on the NHS map include Routes 203 and 162 in Madison County. These principal arterial routes serve Granite City Steel, a major employer in my district.

Next, I want to comment on the proposed routes in Southern Illinois. Route 3 follows the Mississippi River south from Monroe County to Alexander County. This highway travels through Randolph, Jackson and Union Counties in my Congressional District. All of these counties will benefit from the improved transportation network to allow goods and services to be transported in and out of the area quickly and efficiently. The connection to St. Louis as the major metropolitan city in the

area is critical for the economic development of Southern Illinois.

Route 127 will provide an improved north-south route for residents and businesses in Perry County to reach Interstate 64. Route 13 connects with Route 127 at Pickneyville and is also included on the proposed NHS system. Route 13 will enable Carbondale and all of Jackson County to be more accessible. The connection with Interstate 64 will allow Southern Illinois to be tied together with Scott Joint-Use Airport in St. Clair County.

In addition to the increased opportunity an improved transportation network will bring to Southern Illinois' economic development, there will also be an increased potential for tourism. As a member of the Congressional Travel and Tourism Caucus, I recognize the importance of a efficient transportation system to encourage tourism in these rural areas.

Again, Mr. Chairman, thank you for allowing me the opportunity to speak about the importance of the proposed NHS routes in my Congressional District. The passage of this legislation is very important to me and I look forward to working with you and other members of the Subcommittee in coming months.

PETER DEUTSCH
20TH DISTRICT, FLORIDA

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KEY LARGO (305) 852-0159
BIG PINE (305) 872-3918
KEY WEST (305) 294-5615

TESTIMONY OF CONGRESSMAN PETER DEUTSCH TO THE SURFACE TRANSPORTATION SUBCOMMITTEE REGARDING METRO-DADE TRANSPORTATION PROJECTS

I would like to thank the Surface Transportation subcommittee for hearing testimony from Metro-Dade Transit Agency (MDTA) officials and considering my written testimony for the fiscal year 1995 (FY95) budget request. I strongly support the request made by MDTA for $72 million dollars in new federal transit funding over the next three years.

The Metro-Dade area is one of the nation's largest and fastest growing population centers as well as one of its most popular tourist destinations. It is uniquely positioned as a convenient route for international trade and as the gateway to the Americas. The area's capacity to expand further, however, depends heavily on a strong infrastructure. Among the most important of these considerations is an effective, extensive public transportation network. This need is particularly important as the Dade County expressways are already at or nearing their maximum capacity.

The expansion program which MDTA has proposed is a truly intermodal program. It was assembled with the assistance of transit, airport, seaport and local officials. The program provides for connections between highways, buses, rail transit,

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Miami International Airport (MIA), the seaport, commuter rail, intercity rail, intercity bus, and future high speed rail. It is one of the nation's most thorough and comprehensive intermodal projects to date.

The intermodal program has wide spread support within the Metro-Dade community and is a model of interagency cooperation. The project received unanimous support from both the Dade County Commission and the Miami Metropolitan Planning Organization (MPO). It is a cooperative local effort between the Florida Department of Transportation (FDOT), MDTA, MIA, Seaport of Miami, Tri-County Commuter Rail, along with substantial contributions from Amtrak and Greyhound. In fact, the proposed East-West corridor involves a written memorandum of understanding between all the agencies which comprise the United States Department of Transportation.

The flexible funding provisions in the ISTEA legislation were designed for precisely this type of project. The necessary pre-construction measures are already underway. Both corridor analysis and an environmental assessment have been initiated in two of the corridors and one extension, employing both federal transit and federal highway funds. In addition, this proposal includes no highway demonstration projects. Of the total package, only 25% of the program will require discretionary federal transit funds. And again, the federal funding component only amounts to $72 million dollars in the current authorization

for fiscal year 1995.

As a member of the South Florida community, I consider this to be a project crucial to South Florida's future. The Metro-Dade proposal is the type of mass transit project which ISTEA was meant to fund. Without such an undertaking, Metro-Dade's growth will be hampered by increased congestion, pollution and inaccessibility. In order to support continued growth, the transportation infrastructure serving Dade County's 2 million plus residents must be brought into the twentieth century. For these reasons, I strongly support Metro-Dade's proposal and seek the committees support as well.

DAVID DREIER
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Congress of the United States
House of Representatives
Washington, DC 20515

March 15, 1994

The Honorable Nick J.Rahall II
Chairman
Subcommittee On Surface Transportation
B376 Rayburn House Office Building
Washington, D.C. 20515

Dear Mr. Chairman:

As you, I strongly endorse the Los Angeles County Metropolitan Transportation Authority (MTA) application for the Route 30 gap closure project in the Eastern San Gabriel Valley. MTA unanimously adopted a resolution to include the project as its top highway priority in its application for federal funds through the National Highway System legislation.

Although completion of the Route 30 gap closure has been a long time in coming, it enjoys local support from the cities of La Verne and Claremont. Caltrans, the California Transportation Commission, San Bernardino and Los Angeles Counties have previously funded the other segments of the freeway leaving just one segment in the Los Angeles County without funds. An allocation of $130 million would fully fund this vital link.

I respectfully request that my strong support for full funding for completion of this important project be submitted in the official record in today's hearing of the Subcommittee on Surface Transportation.

Sincerely,

David Dreier

DD:bws

82-614 1010

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Testimony of
Representative Richard J. Durbin
Before the
House Committee on Public Works and Transportation
Subcommittee on Surface Transportation
March 15, 1994

Mr. Chairman and Members of the Subcommittee:

I appreciate the opportunity to testify in support of two highway projects of critical importance to the residents of Southwestern Illinois: U.S. 67 between Alton and Jacksonville and Illinois 159 in Edwardsville.

First, I would like to take this opportunity to commend you and the members of the Subcommittee for your leadership in establishing the National Highway System and your efforts to address other critical transportation needs facing the communities we represent. A modern, efficient transportation system is essential to our nation's economic vitality and our competitiveness in world markets.

The decisions you make in the weeks ahead will have a significant effect on economic growth and job opportunities throughout our nation. I urge you to include two highway projects in the National Highway System authorization bill under consideration by your Subcommittee: U.S. 67 between Alton and Jacksonville, and Illinois 159 in Edwardsville, Illinois.

Funds are needed to relocate Ill. 159 in Edwardsville, Illinois. The project would construct 2.2 miles of two-lane highway along abandoned railroad right-of-way between Illinois 159 and Center Grove Road and Main Street, where the highway would reconnect with Ill 159. The existing highway is very congested due to increasing traffic volumes. However, it is not possible to

widen the existing Ill. 159 because the adjacent land is highly developed and includes a number of historic structures. The Illinois Department of Transportation recently reallocated $600,000 to begin preliminary engineering on Alternate Ill. 159. A total of $8 million is needed to complete this project.

Funds are also needed to accelerate construction of a four-lane expressway on U.S. 67 from Alton to Jacksonville. Improvements are needed to upgrade an obsolete two-lane highway which is the major North-South route in West Central Illinois. Highway improvements are essential to increase safety and enhance economic development in the region. The Illinois Department of Transportation has begun the environmental impact and design studies for the 58 mile segment between Alton and Jacksonville with funds included in ISTEA. A total of $35 million is required for the construction of 11.5 miles of four-lane expressway from Godfrey to Jerseyville.

Earlier this year I submitted the Illinois Department of Transportation's response to the project justifications requested by the Committee. Attached are statements of support from local officials and community leaders in support of these projects. I would be pleased to provide any additional information you need.

These projects are critically important to the communities I represent. Without additional federal support, the completion of these highway improvements will be delayed. I urge you to provide additional federal assistance for these projects.

Thank you for your consideration.

DAN HAMBURG
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Congress of the United States
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Comments of Rep. Dan Hamburg
Surface Transportation Subcommittee
March 15, 1994

Good morning, Mr. Chairman. On this last day of hearings on project seeking funding through NHS legislation, I would like to highlight the projects submitted from my District in Northern California.

The First District in Northern California is more than three hundred miles long, reaching from the Central Sacramento Valley, across the northern shores of San Pablo Bay and all the way up the north coast to Oregon. This large geographic area and varied terrain make our transportation needs particularly critical.

The committee has already heard testimony regarding two projects which overlap my District and adjacent Districts. I will not describe further the Sonoma County proposal to construct five park and ride lots to reduce commuter traffic and the Greater East Bay Rail Opportunities Coalition proposal to run commuter trains from the Bay Area north into Solano County.

In Humboldt County, the **Humboldt Bay Harbor, Recreation and Conservation District** is applying for funds to create the intermodal connection necessary for the successful development of it port facilities. Humboldt Bay is the only deep water port between San Francisco and Coos Bay, Oregon, and is one day closer to the Pacific rim than San Francisco. Port development is the keystone of diversification of the economy of California's North Coast as its traditional reliance on timber products is curtailed in the current regulatory environment.

Adequate rail and trucking access are key components of the port's improvements. The rail connection is particularly critical to avoid creating safety hazards on the two lane highway which is the only link in some areas between Humboldt and other major metropolitan areas and transportation arteries.

Humboldt County seeks funds to add eight foot wide shoulders to 1 1/2 mile of Elk River Road. This project was begun with Federal Aid monies which were insufficient to complete shoulder construction. Improvement to this last segment in a two lane roadway loop, will significantly enhance its automotive, pedestrian, and bicycle safety.

In **Del Norte County** access to the Smith River National Recreation Area and the regional highway network of the State's northernmost counties is impaired by a landslide. Slope failure

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2990 I Street
Crescent City, CA 95531
(707) 459-0112

710 E Street
Eureka, CA 95501
(707) 441-4949

517 Missouri Street
Fairfield, CA 94533
(707) 426-0401

1040 Main Street
Napa, CA 94559
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and instability have closed one of the two lanes in portions of this road and continue to contribute sediment load to the River, impairing salmon spawning habitat. Local resources in this sparsely populated county are inadequate to fund this repair, to the hardship of both local residents and all of those who travel to enjoy this spectacular recreational area.

In the Southern portion of the District, **Solano County Farmlands and Open Space Foundation** seeks funding to complement the support from local, State, and federal agencies to complete the purchase of 1000 acre Lynch Canyon. Lynch Canyon is located in the heavily travelled Highway 80 corridor between San Francisco and Sacramento. Acquisition of this scenic area is consistent with ISTEA's recognition that transportation enhancement activities are a key component of our national transportation systems.

Finally, two major highway improvement projects are proposed for **Napa and Solano Counties.**

Napa County seeks funding for operational improvements and construction of two interchanges necessary to move regional traffic efficiently into the Bay Area.

The City of Fairfield seeks funding for a freeway interchange on Interstate 80. This is the southernmost of a series of improvements which will create an alternative reliever route to Interstate 80 to reduce congestion and improve regional traffic.

Mr. Chairman, thank you for your careful consideration of these projects. The range of concerns addressed reflect the wisdom of ISTEA's flexibility and expansiveness. I look forward to working closely with you and other members of the Subcommittee in identifying projects of the highest priority nationwide and providing supplemental information about the projects in my district as this evaluation process is completed.

STATEMENT OF REPRESENTATIVE DUNCAN HUNTER

REPUBLICAN OF CALIFORNIA

Testimony before the Committee on Public Works and Transportation

March 15, 1994

Mr. Chairman, I want to thank you for this opportunity to testify before the committee.

I am here today to offer my support for a project with considerable merit. As you may be aware, the General Services Administration is constructing a new Port of Entry (POE) at Calexico, California. This new port will be six miles away from the existing POE and will accommodate the increasing flow of commercial traffic into the Imperial County. Building a solely commercial port will alleviate traffic concerns in Calexico and will assist in the economic betterment of my district. Following the ground-breaking ceremony last week, GSA plans to finish the facility by 1995.

While the residents of Imperial County are eager to see the new port in operation, there is a concern among county officials that the area's aging road infrastructure cannot support a marked increase in traffic. The roadway closest to the port is State Route 98 (see enclosed map). The California Department of Transportation (CalTrans) has already committed $10 million in federal funds to construct the segment of State Route 7 from the POE to State Route 98. Unfortunately, in order to reach Interstate 8—the main artery to Arizona and the rest of California—trucks and vehicles must take State Route 98 through the City of Calexico or use rural, two-lane roads. Aside from the obvious safety problems, I believe diverting traffic through Calexico is antithesis to GSA's reasoning for the new port.

The practical and expedient solution is to extend State Route 7 straight up from the port of entry to Interstate 8. Understanding that the port is a federal project linking two nations, I believe, as do the Imperial County Board of Supervisors, that it is a federal responsibility to assist with its completion. As the application from the Board of Supervisors outlines, the county has complied with all of the established guidelines for consideration as established by the committee. CalTrans recognized State Route 7 as part of its National Highway System, qualifying the roadway for federal funding, and the county has undertaken the required preliminary engineering and design. Unfortunately, under the Intermodal Surface Transportation Efficiency Act, CalTrans has already committed its funding share to equally worthy projects throughout the state. By agreeing to commit $10 million for the initial leg of the highway, the state estimates approximately $30

million in additional costs to complete State Route 7.

The engineering and design studies conducted by CalTrans are based on alignments adjacent to existing county roadways. The roadways are surrounded by agricultural fields, limiting the environmental and planning obstacles that may be encountered. In addition to the CalTrans' studies, dozens of public comments were collected from residents and county officials regarding the extension. The opinions were almost unanimous that the State Route 7 extension to Interstate 8 will be instrumental to the success of the new port.

Another aspect to this project is the Commercial Vehicle Enforcement Facility (CVEF). With the rapidly increasing volume of commercial traffic, the new port of entry will require the services of a CVEF to maintain uniform enforcement of truck safety standards, and state and federal weight and size limits. While the nearest facility is over 100 miles to the north in Riverside County, the California Highway Patrol is currently performing random inspections with portable scales on the streets and roadways. This practice is not only inefficient, but it also compromises safety and increases traffic congestion. The proposed CVEF is estimated at $13.4 million following the design, engineering and environmental analysis by CalTrans.

By providing a direct and unimpeded route to Interstate 8, and augmenting the new port with a Commercial Vehicle Enforcement Facility, we will have a valuable economic and commercial corridor in Imperial County. As the Board of Supervisors indicated in their proposal to this committee, failure to improve the roadways would cause inevitable environmental and safety problems. Using the existing roads is simply not an option; there are already enough "killer highways" in this nation, and I think the committee will agree that we do not need another one.

In addition to this request, I am enclosing a list of projects in San Diego County which deserve consideration by the committee. Among these, the State Route 905 project is a border-oriented initiative needed to address the congestion and hazards caused by extensive commercial traffic through the Otay Mesa Port of Entry. The city street system is already overloaded by the influx, and it will increase following the closure of the San Ysidro commercial inspection facility in June of this year. Following the closure, all commercial traffic will be diverted to the Otay Mesa port. As with the Calexico POE, the Otay Mesa port will be a major player in international commerce.

Another area of concern is the request for road improvement and public transit funding. As you know, San Diego highways are some of the most congested in the nation. By

addressing key infrastructure needs and by utilizing light rail and commuter rail alternatives, the county can improve traffic conditions while addressing critical air quality problems. I have enclosed a list of these projects and their cost estimates for the committee's perusal.

Mr. Chairman, as one who has labored for the changing future of Imperial and San Diego Counties, I believe the merits of authorizing these projects are clear, and I appreciate your serious consideration.

SOURCE: Heber, Calexico, Holtville East, & Bonds Corner, 7.5' USGS Quadrangles.

New Port of Entry, Calexico I 920348 ■

Figure 5

Proposed State Route 7

HIGHWAY PROJECTS

1. State Route 905 Project-
The project will alleviate congestion and hazards resulting from traffic entering and leaving Mexico at the Federal Otay Mesa Port of Entry. Currently the City street system provides the only access between Federal Port of Entry facilities and interstate highways 5 and 805 to the west. Existing levels of congestion and accident rates constitute a serious impediment to international trade and commerce. The situation will become much worse when the Federal Virginia Avenue commercial inspection facility in San Ysidro is closed in June 1994 and all commercial traffic is diverted to Otay Mesa. The project would accommodate existing and projected traffic flows until SR-905 is constructed to full freeway standards ten years or more from now.

2. Central Avenue/Sweetwater Road/Briar Road-
The project will construct a new four-lane bridge over the Sweetwater River (to replace existing dip section) and a new one-mile north/south four-lane, all weather connecter road. Traffic flow will be improved from the intersection of Central Avenue/Bonita Road to the Southbay Parkway (SR-54), and a north/South connector road from Bonita Road to SR-54 will be established.

3. San Vicente Road-
The project will increase road capacity and improve public safety by expanding the existing two-lane road to four lanes and by constructing a center left-turn lane. The project will be broken into two phases between the northern and a southern segments.

4. Bear Valley Parkway-
The project will expand a one-mile segment of this heavily-traveled connector road from two to four lanes including a left turn lane and bike lanes), between the southern Escondido City limit and SR-78. The project will improve safety and increase traffic capacity. Bear Valley Parkway is a major connector between I-15, North County Fair, East Escondido and Valley Center.

5. Valley Center Road-
The project will expand the existing two-lane road to four lanes (to include two-way left run lane and bike lanes), from Escondido City limits to Cole Grade Road, for increased safety and traffic capacity. It will improve traffic flow in the communities of Valley Center and Escondido.

6. State Route 56-
This nine-mile segment of new road will connect highways I-5 and I-15 in northern San Diego County. A two-mile segment on the west end, connecting with I-5, is under construction and is due to be completed this summer. A two-mile segment on the east end, connecting with I-15, is complete and is in use.

7. State Route 54-
This 5.5-mile segment of new road will connect the existing Sweetwater Road (eventually to become SR125) with SR94 in the Casa De Oro area of east San Diego County. It will alleviate out-of-direction traffic now generated by residents of the Rancho San Diego and Jamul communities who travel to the South Bay. Much of the right-of-way for this project has been reserved from SR94 to Sweetwater springs Boulevard. Also, one mile south of Sweetwater Springs Boulevard, the Pointe development was conditioned to construct SR54.

TRANSIT PROJECTS

1. Mid Coast Light Rail Transit Project(LRT)-
The Mid Coast LRT project would extend the San Diego Trolley ten miles north along the I-5 corridor between Mission Valley and North University City. The project seeks to increase the use of public transportation by improving transit services in the corridor. The Mid Coast LRT project would alleviate existing and future congestion on key freeway segments, and provide the transportation capacity needed to accommodate projected population growth in the corridor. The original authorization for this project in ISTEA was only partially funded before expiring in FY 94.

2. Mission Valley East Transportation Improvement Project-
The Mission Valley East Transportation Improvement Project extends approximately 5.5 miles from Interstate 15 in the Mission Valley area of San Diego to the City of La Mesa. The Mission Valley East Light Rail Alternative will provide gap closure in the regional light rail system in eastern San Diego County. The project will provide an alternative to the congested freeway in the corridor and improve mobility along a corridor which is experiencing significant growth in population and employment facilities.

3. Oceanside-San Diego High-Speed Passenger Rail Improvements-
The project consists of grade separation work and other improvements along the passenger rail corridor between Oceanside and San Diego. This corridor is part of the Los Angeles-San Diego rail corridor (LOSSAN) which, in turn, comprises a portion of the high-speed rail corridor from San Diego to Sacramento as designated in Section 1010 of ISTEA. The proposed improvements are critical to implementing high-speed rail along the LOSSAN corridor which would provide a viable alternative to the increasingly congested Interstate 5 corridor between Northern and Southern California. The original ISTEA authorization for the LOSSAN corridor improvements was only partially funded before expiring in FY94. None of the appropriated funds in FY 92 were made available to the San Diego portion of the corridor.

4. Oceanside-Escondido Light Rail Project-
The Oceanside-Escondido LRT project will convert an existing underutilized 21-mile freight rail corridor into a valuable light rail passenger system. The corridor will run inland from the coastal city of Oceanside through the cities of Vista and San Marcos, terminating in the city of Escondido. The proposed system will parallel the highly congested State Highway 78 in an effort to relieve traffic in the corridor and reduce the amount of private automobile emissions in the non-attainment area.

SAN DIEGO TRANSPORTATION PROJECTS

HIGHWAY PROJECTS

1. STATE ROUTE 905 PROJECT		**TOTAL $ 96,700,000**
FY95	$ 22,700,000	
FY96	$ 45,000,000	
FY97	$ 29,000,000	
2. Central Avenue/Sweetwater Road and Briar Road		**TOTAL $ 7,100,000**
FY95	$ 200,000	
FY96	$ 6,900,000	
FY97	$ 0	
3. San Vicente Road		**TOTAL $ 5,830,000**
FY95	$ 150,000	
FY96	$ 1,790,000	
FY97	$ 3,890,000	
4. Bear Valley Parkway		**TOTAL $ 8,530,000**
FY95	$ 500,000	
FY96	$ 4,230,000	
FY97	$ 3,800,000	
5. Valley Center Road		**TOTAL $ 3,270,000**
FY95	$ 470,000	
FY96	$ 1,800,000	
FY97	$ 1,000,000	
6. State Route 54		**TOTAL $ 30,000,000**
FY95	$ 1,500,000	
FY96	$ 3,500,000	
FY97	$ 25,000,000	
7. State Route 56		**TOTAL $ 86,000,000**
FY95	$ 4,500,000	
FY96	$ 10,500,000	
FY97	$ 71,000,000	

TRANSIT PROJECTS

1. Mid-Coast Light Rail Project		**TOTAL $ 72,000,000**
FY95	$ 8,000,000	
FY96	$ 24,000,000	
FY97	$ 40,000,000	
2. Mission Valley East Rail Project		**TOTAL $ 70,963,000**
FY95	$ 0	
FY96	$ 22,963,000	
FY97	$ 48,000,000	
3. Los Angeles-San Diego (LOSSAN) Rail Project/San Diego County portion		**TOTAL $202,300,000**
FY95	$ 26,700,000	
FY96	$ 64,240,000	
FY97	$111,360,000	
4. Escondido-Oceanside Light Rail Project-		**TOTAL $ 41,400,000**
FY95	$ 4,000,000	
FY96	$ 20,500,000	
FY97	$ 16,900,000	

TESTIMONY OF U.S. REPRESENTATIVE MARCY KAPTUR
before the Subcommittee on Surface Transportation
on The Ohio Department of Transportation's START project
(Strategic Test for America's Rail Transportation)

Mr. Chairman, thank you for the opportunity to submit testimony on behalf of the Ohio Department of Transportation's START project. START, the Strategic Test for America's Rail Transportation, is vital to the economic growth and competitiveness of my District and State. It has the support of the Ohio Delegation.

START marks a new beginning in Ohio for convenient daytime rail passenger service thus closing the gap that has existed between Chicago, New York, Boston and Washington D.C. for such daytime rail service.

This proposal was put forward after considerable public comment involving over 4,300 people in 71 town hall "listening" sessions, in which the Ohio Department of Transportation focused on an approach to passenger rail which uses existing rail trackage. This strategy is a part of Ohio's long range plan - ACCESS OHIO. The corridor includes these two segments:

> DETROIT-TOLEDO-CLEVELAND - This route includes the extension of the "Lake Cities" AMTRAK service linking Detroit, Toledo, Lorain and Cleveland. Equipment now lies idle for 12 hours in Toledo awaiting the return trip to Detroit. By expanding the route to Cleveland a daytime round trip service would be initiated along the corridor and service linkages with Pittsburgh, New York, Boston and Washington, D.C. would be established.
>
> PITTSBURGH-YOUNGSTOWN-CLEVELAND - This route involves the extension of the "Pennsylvanian" AMTRAK service linking Pittsburgh, Youngstown and Cleveland. Equipment also lies idle for 12 hours in Pittsburgh awaiting a return trip to Philadelphia. By extending the route to Cleveland, a daytime round trip service would be initiated along this heavily populated corridor. Linkage at Terminal Tower in Cleveland would enable persons to travel on to Detroit and Chicago enabling a large segment of Ohio's population to travel.

"START" consists of upgrading existing track and highway safety provisions as well as purchasing equipment to operate inter-city commuter rail service on two (2) major rail corridors serving western Pennsylvania, northern Ohio and southern Michigan. The rail service will connect the major cities of Pittsburgh, Youngstown, Cleveland, Toledo and Detroit including major airports at Pittsburgh, Cleveland, and Detroit.

The total project cost including the work on both corridors is $167,500,000. The project funding request is $118,000,000 with the difference coming from a 20% or $33,500,000 non-federal share and $16,000,000 in existing available ISTEA monies to be used for safety

upgrades along both corridors. Private sector funding will consist of constructing and upgrading rail passenger stations in Youngstown, Ravenna, Cleveland and Toledo including the provision of vehicular parking facilities.

Beginning with the purchase of two (2) additional train sets at a cost of $44,000,000, at least two (2) additional round trips per day could be made from Detroit to Pittsburgh on both segments of this corridor, allowing increasingly convenient connections to Chicago, New York, Boston and Washington, D.C. Track upgrades, signalization including some experimental "IVHS" type safety equipment and crossing protection elements plus access to Terminal Tower in Cleveland, the state's historically significant intermodal terminal, would cost $48,000,000. Ohio's state and local governments would provide upgraded train stations, improved highway grade crossing protection and matching funds to equal the federal funding now estimated at $73,600,000 for the entire project.

This project would have a profound economic impact on my district and the other communities along the proposed routes. It is also crucial to efforts to meet attainment goals and restore the economic competitiveness of our region. The START project enhances the ability to transport people and freight, the real currency of business and industry, while helping to meet attainment goals for clean air in the involved regions. Industry and business weigh issues of air quality attainment very heavily when choosing areas to expand and locate. The State of Ohio currently has several areas in non-attainment status which has a devastating effect on economic expansion and development. It is estimated that rail service connecting Pittsburgh, Youngstown, Toledo and Detroit could lead to a 4,500,000 mile reduction in vehicle traffic annually. This represents approximately 250,000 gallons of gasoline and would contribute to the reduction of volatile organic compounds (VOC) and nitric oxides (NOx), helping to meet the attainment goals for clean air in the involved regions.

There are many significant benefits to authorizing this exciting project. Some of the benefits include:

* Capital improvements to the existing track that benefit both freight and passenger rail service and thus contribute to better highway/rail safety and economic development along the corridor.

* Utilization of existing rail infrastructure already in place reduces the cost of service initiation by as much as tenfold.

* Creation of a rail network serving all major urban areas builds up ridership over time in an incremental approach and is an effective way to grow the rail passenger system. As such ridership builds, it is more economically feasible to justify higher speeds and even build an exclusive high speed rail corridor.

Also, START strives to fulfill several Congressional initiatives while expanding inter-city passenger rail service in an area where few such opportunities exist.

Without this type of activity, America's most productive industrial and agricultural region will continue to struggle to expand economically and not receive the transportation improvements its productivity demands and deserves. People and freight arriving through the largest transportation system in the world, the Great Lakes and St. Lawrence Seaway system, will continue to clog the highways and foul the air, offsetting the economic and environmental benefits of having entered the regions doorstep by water.

The long term goal of START's approach is the development of a high speed rail system throughout the region. The Ohio Department of Transportation estimates that beginning implementation of START will create 150 direct new jobs at an average wage of $35,000 resulting in a total payroll of $5,225,000. This will create greater mobility in an economically depressed area of southern Michigan, northeast Ohio and western Pennsylvania.

Furthermore, according to a 1985 study conducted by the State of Ohio Task Force on High Speed Rail, as operations begin, approximately 3,200 new permanent jobs would be created by High Speed Rail operating and maintenance expenditures and new travel demand. Increased expenditures and employment would mean growth in personal income as well. An estimated $50 million in earnings would be generated each year of operation. Income to State and Local governments would also grow. It is estimated that the State would benefit on the order of $4 million for each year of operation. That is, there will be increases in proceeds from personal income taxes, sales and use taxes, the corporate franchise tax and others. To local governments, the annual increases could be $2 million each year of operation. Increased taxes at the local level would be associated primarily with real property, municipal income, personal property, public utility and sales taxes. These figures, while they deal with High Speed Rail, indicate the type of expansion and economic development that would be fostered by the development that START will cultivate. Additionally, because this project involves a three state region, this development can stimulate the economies of a larger number of people in a diverse cross-section of the country.

These factors and outcomes of the implementation of START combine to build a compelling case for its authorization. It is clear that our economic and environmental well being in the future is dependent upon designs and approaches such as START. I call upon the committee to realize the benefits I have listed and to fully consider the authorization of the Ohio Department of Transportation's START project.

AL McCANDLESS
44TH DISTRICT, CALIFORNIA

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TESTIMONY OF THE HONORABLE AL McCANDLESS
ON THE NATIONAL HIGHWAY SYSTEM
SUBMITTED TO THE SUBCOMMITTEE ON SURFACE TRANSPORTATION
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
March 15, 1994

Mr. Chairman, I appreciate this opportunity to be heard on these projects which are of such extreme significance to my district in Southern California. I will be brief, and discuss two of my highest priorities for inclusion in the NHS. I would also ask that my comments be included in the record.

Palm Desert People Mover System

I am very enthusiastic, Mr. Chairman, about the comprehensive and forward-looking proposal which has been put forth by the City of Palm Desert, in Riverside County. The City has gone to great lengths to lay the groundwork for an intermodal, electric-powered people mover system, which would immediately reduce traffic (an annual reduction of 1,000,000 vehicle miles) and congestion, and help meet area clean air attainment objectives by dramatically reducing pollutant emissions (estimated reduction of 60,000 pounds of pollutants annually).

This project enjoys an unparalleled level of support from both local and county government agencies, along with substantial financial and other support from the private sector which will in turn greatly reduce the need for federal assistance. Local bonds will be floated to achieve a fifty percent funding match, and annual operating costs will be borne by private sector sources. The people-mover will be a boon to the area's workforce, which includes a large percentage of low-income, agriculture-based working men, women, and families.

In a region whose population has more than doubled since 1980, and is a major center for tourism, commercial and medical purposes, such a visionary project will not only improve transportation options for residents and visitors alike, but will serve as a functional and successful example for similar projects elsewhere, both in California and nationwide. I would urge the Committee to examine the "nuts and bolts" of this proposal on its own unique merits. Attached is a brief overview of the project for the consideration of the Committee and inclusion in the record; with that, I respectfully request your favorable consideration of this request, and am at your disposal should you require any further information.

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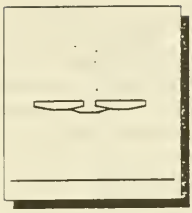
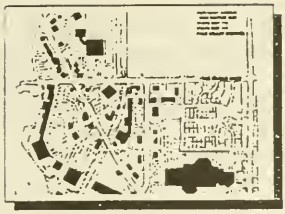
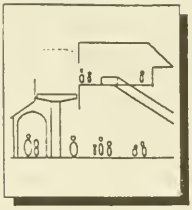
Highway 86 (Coachella Valley)

Mr. Chairman, it would not be overly dramatic to refer to this request as a matter of life and death. Highway 86, or "the Killer Highway" as it is known in my district, has claimed more than 225 lives in the last 15 years. A project to improve this deadly two-lane road has been halted for over a year now due to the "alleged" presence of wetlands on or around the project site. This public safety project is two-thirds complete, but is on hold pending the completion of a new environmental impact statement (EIS). One result of my enduring efforts to remedy this situation was a pledge by the White House to include Highway 86 in the National Highway System. I have attached a copy of a letter from the Administrator of the Federal Highways Administration, Mr. Rodney Slater, which outlines the Administration's support of this project inclusion in the NHS, and would very much appreciate the favorable backing of your Committee.

Mr. Chairman, this concludes my remarks at this time. I thank you again for this opportunity, and will be happy to answer any questions you may have or provide you and your staff with additional information.







PALM DESERT PEOPLE MOVER

PROJECT OVERVIEW

BACKGROUND

From 1980 to 1990, the permanent population of Palm Desert grew over 97%, from 11,800 residents in 1980 to 23,252 in 1990. Additionally, the City has approximately 15,000 seasonal residents who spend three to six months in the Valley. Hotel room sales dramatically increased from $3 million in 1980 to over $52 million in 1990.

In conjunction with Palm Desert's rapid growth, real estate valuations and construction have also increased. Major projects in the last 10 years include many residential communities; Palm Desert Town Center, a retail shopping mall; a Marriott resort; Cook Street commercial/industrial corridor; and El Paseo retail developments. Palm Desert is working to strengthen the economic base even further. The City has adopted a marketing plan which calls for expanding local business activity, especially research and development activity in industrial-designated areas.

The City of Palm Desert has been considering transportation alternatives for its central commercial area for several years. The rapid growth of commercial development in this area, along with the overall growth of City and regional population and employment, has led to increased congestion, parking shortages, and concerns for pedestrian safety. Physical constraints and environmental concerns limit the ability and desirability of expanding or adding new roads. Therefore, the City of Palm Desert has determined that an elevated people mover system is an appropriate solution to interconnect key developments, parking resources, and regional transit.

PROJECT DESCRIPTION

The Palm Desert People Mover System will collect and focus total mobility demands of more than 100,000 daily trips in the project area. The Palm Desert People Mover System will be the major regional trip generator serving and being served by future regional transit improvements.

The City of Palm Desert has developed an initial system configuration that will use existing people mover technology effectively in an urban environment. Using elevated and at-grade stations, the system will capture maximum ridership by integrating passengers directly into existing and future developments in the community. Intercepting passengers, through change-of-mode facilities which include parking and regional transit interface, is a key element in the program. The system configuration has been developed through extensive analysis of existing conditions, direct participation with the private sector, and conservative projections of future passenger utilization. The proposed Palm Desert People Mover System will be centrally located within Palm Desert's densest areas of commercial and retail activity. Future expansion will serve hotels and other activity centers that ultimately will be connected to the overall Regional Coachella Valley Mobility System. The initial segment will serve approximately 2 million sq. ft. of commercial development with over 13 million annual visitors to those developments.

The People Mover system design was developed to take maximum advantage of existing and future development to provide efficient, comfortable, and competitive transportation and in response to related problems such as air pollution, automobile congestion, and safety. The system will include 11,000 feet of guideway. There will be seven stations (one at-grade, two freestanding elevated, and four elevated stations integrated into the buildings they serve). At three locations, horizontal spans of 150 feet will be required. Between four and eight vehicles will operate 14- to 18-minute round trips at two- to three-minute headways with 20- to 30-second dwell times at the stations. The vehicles will hold 35 to 45 passengers each.

PROJECT BENEFITS AND OPPORTUNITIES

The recommended alignment and station locations respond to several significant opportunities presented by the project area and the mobility needs of its users. These opportunities include:

- **Concentrated Travel Demand** - The provision of an efficient, timely, and comfortable transportation alternative to a substantial portion of the 79,000 to 143,000 daily visitors. There are three major destinations within the project area which attract approximately 58% of all visitors. These are Town Center Mall, One-Eleven Town Center, and the new Ahmanson Area 2 development. Because such a high percentage of the destinations and origins are located in these three areas, the system will be used to connect them in the shortest and most direct fashion.

- **Even Distribution of Trips** - Visitor activity in the area does not have radical peaks. There is a fairly even distribution of trips from 9:00 a.m. to 9:00 p.m. with three very moderate peaking periods, morning, midday (the highest), and evening. Unlike many other transit systems, Palm Desert will be able to operate a system which is needed across the entire day and not just a few hours in the morning and evening. Retail space of the size and type in the Palm Desert project area will generate 35 visitors per day per 1,000 sq. ft. of gross leasable area on an average weekday. Office space of the type found in most downtowns or suburban activity centers will generate 1/10 the number of trips as retail or 3.5 trips per 1,000 gross sq. ft. of leasable area. These factors indicate that the 2 million sq. ft. of retail space available in Palm Desert's

more useful than diesel-operated transit vehicles because they eliminate particulate emissions. Coachella Valley is a nonattainment area for PM10. The area's air quality will be greatly improved through the projected reduction of 60,000 pounds of pollutants annually as a result of the operation of the Palm Desert People Mover System.

- **Transit Usage** - To increase the region's overall transit usage. Introducing this system into such a large, diverse, and lively activity center will help attract riders to all forms of transit. The regional bus provider, SunLine Transit Agency, has already experienced annual ridership increases averaging 19% per year over the last seven years. This system can only help the growing need in our region to encourage the population to change from single-occupant automobile short trips to more efficient travel modes. In the opening year, the system is expected to generate average daily new transit riders of approximately 7,200 (or 2,630,000 annual passengers). During the following five-year period, the design year patronage is expected to grow to 9,600 daily or 3,500,000 annually.
- **Fuel Savings** - To reduce the fuel consumption by automobiles in the area. By removing people from their automobiles, the proposed system will also result in a projected annual savings of 40,000 gallons of gasoline.
- **Safety** - By removing a significant number of short trips from the nearby major thoroughfares, vehicle accidents will be reduced. Even more importantly, the elimination of many pedestrian street crossings will greatly reduce pedestrian-related accidents in this area.

ESTIMATED BUDGET

The proposed Palm Desert People Mover Project will be developed in two phases. The initial phase involves the detailed planning, environmental assessment, design and engineering of the system. The estimated budget for these activities is $3,000,000. (See attached budget.) The City of Palm Desert has projected $29,200,000 will be required to complete the construction phase of this project.

PROJECT BUDGET

	LOCAL (50%)	FEDERAL (50%)	TOTAL
▪ Phase 1			
▪ Environmental Impact Statement	$400,000	$400,000	$800,000
▪ Preliminary Engineering	$225,000	$225,000	$450,000
▪ Design and Engineering	$812,500	$812,500	$1,625,000
▪ Planning and Administration	$62,500	$62,500	$125,000
			$3,000,000
▪ Phase 2			
▪ Right-of-way	$25,000	$25,000	$50,000
▪ Vehicle Purchase	$1,250,000	$1,250,000	$2,500,000
▪ Construction	$12,000,000	$12,000,000	$24,000,000
▪ Administration	$437,500	$437,500	$875,000
			$27,425,000
▪ TOTAL PROJECT			**$30,425,000**

PROJECT FINANCING

▪ Impact Fees	$5,000,000
▪ Bond Proceeds	$3,225,000
▪ Private Sector	$1,700,000
▪ Joint Development	$3,500,000
▪ Federal/State	$17,000,000
	$30,425,000

For Further Information Contact: Mr. Carlos Ortega, Assistant City Manager, City of Palm Desert, 73-510 Fred Waring Drive, Palm Desert, California 92260

US Department
of Transportation

**Federal Highway
Administration**

Office of the Administrator

Seventh St. S.W.
Washington, D.C. 20590

December 2, 1993
Refer to: HPD-1

The Honorable Al McCandless
House of Representatives
Washington, D.C. 20515-0544

Dear Mr. McCandless:

I appreciated the opportunity to meet with you on November 22 to discuss State Route (SR) 86 in Riverside County, California. Your comments about the safety problems on the existing route and the impacts that increased trade with Mexico will have on the route under NAFTA make a solid case for reconstruction of the route as a freeway.

As we discussed, the proposal we will be sending to Congress next week on the National Highway System (NHS) will include SR 86. The next step will be to secure congressional approval of the NHS. We will be working with Congress as it begins consideration of the needed legislation next year to ensure passage.

Today, the State transportation agencies may use each year's NHS funds on any route, including SR 86, that has been functionally classified as a principal arterial. After enactment of the NHS legislation, only designated NHS routes will be eligible for the funding. This will limit the number of routes competing for the funds and increase the funding prospects for projects on the NHS routes. However, under the Intermodal Surface Transportation Efficiency Act of 1991, if Congress has not completed action on the proposal by October 1, 1995, we will be unable to apportion additional NHS funds to the States. Thus, congressional approval is essential for reconstruction of SR 86 and many other vitally needed projects in California and nationwide.

Your recognition of the importance of addressing safety and wetlands/Section 404 issues appropriately is appreciated. I can assure you that the Federal Highway Administration will work aggressively with the California Department of Transportation, the U.S. Army Corps of Engineers, and the Environmental Protection Agency to expedite resolution of the issues.

We look forward to working with you and the other Members of Congress to enact the legislation needed to make the NHS a reality. The NHS will be the backbone of our national transportation network in the 21st century and, as illustrated by SR 86, it will be the key to enhanced mobility, international competitiveness in the global marketplace, and economic development.

Sincerely yours,

Rodney E. Slater

Rodney E. Slater
Administrator

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JIM McDERMOTT
7TH DISTRICT WASHINGTON

Congress of the United States
House of Representatives
Washington, DC 20515

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STATEMENT OF CONGRESSMAN JIM McDERMOTT
BEFORE THE SUBCOMMITTEE ON SURFACE TRASPORTATION
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
CONSIDERING THE NATIONAL HIGHWAY SYSTEM
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON, D.C.
March 15, 1994

I would like to thank the Committee, particularly Chairmen Rahall and Mineta, for allowing me an opportunity to testify on behalf of three important transportation projects not included in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. I submit this testimony in support of these projects in the Seattle region: the Spokane Street Viaduct, King County's vactor waste removal program, and the capital investment in buses for King County Metro transit service.

I urge your support for the City of Seattle's request for a $49.5 million dollar authorization to complement extensive local efforts to improve access to an area containing one quarter of the City's population, its most important industrial and manufacturing center, and the Port of Seattle's facilities. More than $650 million in public money will be invested to improve transportation in the Spokane Street Corridor, which links Interstate-5 and West Seattle. It contains major transportation facilities such as intermodal rail yards, shipping terminals, the West Seattle Freeway Bridge, the West Seattle Low-Level Swing Bridge, four arterial bridges to Harbor Island, the Spokane Street Viaduct, and East and West Marginal Ways, which provide truck access to the industrial area. The City of Seattle's ambitious efforts to incorporate these facilities into a homogeneous system will allow each modality to be utilized to its most appropriate advantage and demonstrate Seattle's determination to realize the objectives Congress set forth in ISTEA.

The proposed federal expenditure of $49.5 million to widen the Spokane Street Viaduct is a key component of the comprehensive corridor improvements. The viaduct is the primary access route to the Duwamish industrial area for trucks from Interstate-5, which mix with heavy local traffic. High traffic flow on the dangerously narrow viaduct has caused 10 fatalities over the past decade. Serious safety concerns, as well as costly traffic delays, have impelled the City to undertake short-term improvements, such as rechannelization, speed enforcement, and ramp closings.

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No amount of short-term investment will transform the Spokane Street Viaduct into the reliable transportation link the region needs. Although the City is seeking the bulk of its funds for the Spokane Street Viaduct from federal sources, it is important to note that the federal portion of total corridor improvements will be modest, approximating 25 percent. The project has received widespread support from local and state governments and local businesses. I am submitting for the record a letter of support from the Port of Seattle stating the project's importance to the Port's redevelopment.

In addition to the request to broaden the viaduct, I request your support for an innovative demonstration grant proposal being submitted by King County Surface Water Management Division. This proposal addresses vactor waste, the contaminant waste from street storm runoff. Both the Clean Water Act and the Resource Conservation and Recovery Act set standards for disposal of vactor sediments, and the County is struggling to finance compliance with those regulations. The County seeks $1.5 million for a Disposal Facility Demonstration Project that will fund waste receiving stations for use by the County, cities, sewer districts, and the private sector. This demonstration project will be used as a model for other shared-use waste disposal facilities throughout the nation. It will reduce the likelihood of highway flooding and make maintenance of storm drainage systems simpler, more cost-effective, and environmentally safe.

King County Metro is seeking authorization for $30 million from discretionary bus funds as a portion of its costs to modernize its bus fleet, which will help bring the area into compliance with the Clean Air Act. Metro already has received an initial appropriation of $4.7 million in the FY 1994 appropriation to begin this comprehensive modernization project. The proposal is consistent with both the Clean Air Act and national energy policy.

Each of these projects resonates with the Committee's intent to authorize worthy public works projects in the years following ISTEA. I appreciate your consideration of these requests and urge your support of these important projects.

Port of Seattle

February 17, 1994

The Honorable Jim McDermott
United States House of Representatives
1707 Longworth House Office Building
Washington, D.C. 20515-4707

Dear Congressman McDermott:

The Port of Seattle enthusiastically endorses the City of Seattle's request for Federal Demonstration funds to improve the Spokane Street Viaduct.

As you are aware, the Port of Seattle is investing significant resources to ensure that the Puget Sound region remains competitive in world markets, particularly the Pacific Rim. Making the Spokane Street Viaduct a safe and useful route is an integral element of the public expenditures necessary to ensure continued access to those markets.

In its current condition, the Spokane Street Viaduct is not adequate for truck use. The structure must be widened to allow lane widths adequate for truck use. Also, the existing safety concerns on the Viaduct have led to increased use of surface roadways by general traffic. This has caused increased congestion and delays on surface routes that provide direct access to Port facilities. The Spokane Street Viaduct must be improved in order to ensure good access to our facilities.

We are committed to working with the City of Seattle in seeking funding to ensure completion of this project. We request your assistance in funding this critical project.

Sincerely,

Patricia Davis
President, Port Commission

cc: Mayor N. B. Rice, City of Seattle
Councilmember M. Choe, City of Seattle
G. Zarker, Director of Engineering, City of Seattle
Port of Seattle Commissioners
M. R. Dinsmore, Executive Director, Port of Seattle
A. Riniker, Deputy Executive Director, Port of Seattle

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Congress of the United States
House of Representatives

March 23, 1994

The Honorable Nick Rahall, Chairman
Subcommittee on Surface Transportation
Committee on Public Works and Transportation
B376 Rayburn HOB
Washington, D.C. 20515

Dear Mr. Chairman:

As you continue to consider testimony on the National Highway System and other important transportation initiatives, I respectfully request that the enclosed testimony of Mr. Harry Reed, Director of the Arizona Department of Transportation's Transportation Planning Division, be included as part of the hearing record.

Mr. Reed's testimony concerns the surface transportation component of a comprehensive Trade Corridor project for the State of Arizona. This undertaking has become all the more important in light of the passage of the North American Free Trade Agreement (NAFTA).

Thank you for your time and consideration of this worthy project. Should you or your staff have any questions, please contact me or Rob Cohen at 225-4065.

Sincerely,

Ed Pastor
Member of Congress

EP/rc
enclosure

STATEMENT GIVEN TO THE

SUBCOMMITTEE ON SURFACE TRANSPORTATION

OF THE

HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

Relating to

THE NEED FOR FEDERAL FUNDING FOR NAFTA-RELATED TRANSPORTATION IMPROVEMENTS

By

HARRY A. REED

Director
Transportation Planning Division
Arizona Department of Transportation

March, 1994

NAFTA Transportation
Harry A. Reed
March, 1994

Mr. Chairman, members of the committee, my name is Harry Reed. I am the Director of the Transportation Planning Division of the Arizona Department of Transportation. Thank you for this opportunity to provide you information on federal funding needs for NAFTA-related transportation improvements.

NAFTA-related transportation improvements will yield the same type of national economic benefits that the development of America's high priority corridors will bring. The Intermodal Surface Transportation Efficiency Act of 1991 recognized the economic benefits that would accrue to the nation as a whole from the concentrated development of certain transportation corridors. To reap these benefits to the American economy, the U.S. Congress directed about 780 million dollars toward projects on 21 specific high priority corridors around our nation. I request that the U.S. Congress, in a similar manner and for the same type of national economic benefits, direct federal dollars toward NAFTA-related transportation projects.

NAFTA opens the largest market in the world. A market of 370 million people and 6.5 trillion dollars in opportunities. We, as a nation, are poised to take advantage of these trade opportunities. Many NAFTA coalitions have already been formed with our neighbors to the north and to the south. The general need for

NAFTA-related transportation improvements has been set forth in various studies conducted around the country. Specific projects have already been identified by several states. The costs and benefits of specific projects have also been delineated. For the sake of our national economic development, for the sake of America's role in the global economy of the 21st century, for the sake of our general economic health and vitality, please give full consideration to directing federal funds to NAFTA-related transportation needs in the various states around our nation.

The State of Arizona, in specific response to the Surface Transportation Subcommittee's call for projects that are ready to proceed, is requesting federal funding for two NAFTA-related transportation improvements. These projects resulted from an extensive series of studies and public meetings and are supported at the local, regional and state levels. Today, we put before you, in matrix form, our responses to your eighteen questions for each of Arizona's two project requests.

Arizona's first project request is for 23 million dollars to assist us in addressing a portion of the 836 million dollar need for reconstruction of U.S. 93 connecting Phoenix and Las Vegas, Nevada. This route is of importance as a strategic transportation corridor serving north-south trade from Canada and the Pacific

Northwest to and from Mexico. Completion of this 200-mile reconstruction will provide a continuous north-south highway link from Alberta, Canada and the ports of Seattle and Portland, to the Mexican ports of Ensenada and Guaymas. Our economic analysis indicates that the planned improvements to this major corridor will generate benefits equal to a 7.6 percent return on investment and a net present value of about 50 million dollars.

Arizona's availability of ISTEA and state funds is insufficient to construct this corridor as soon as it will be needed. Project plans are already well developed, however, for a section of this corridor. Increased funding is the critical element needed to proceed with implementation. We are requesting 23 million dollars to assist us in improving this vital trade link.

Arizona's second project request is for 5.5 million dollars to expedite four specific projects along the Arizona-Mexico border. These projects will improve border linkages in the communities of Douglas, Naco, Nogales and Yuma. These improvements will immediately enhance the flow of free trade between Arizona and Mexico. Additional benefits will accrue to the nation as international commerce increases throughout these corridors. Our economic analysis indicates that projects in these areas will generate a return on investment of about 9 percent.

Please give full consideration to Arizona's two requests. We are committed to these projects and need your financial assistance in bringing them to realization within a reasonable time frame.

Thank you for the opportunity to provide this information. Thank you also for requiring us to do our "homework" - to address your eighteen questions - before seeking your support. And, thank you for keeping transportation as a high priority on the public policy agenda of our nation.

ARIZONA SURFACE TRANSPORTATION PROJECTS		
INQUIRY	**PROJECT NUMBER ONE**	**PROJECT NUMBER TWO**
	UPGRADE US-93 CORRIDOR FROM PHOENIX, ARIZONA TO LAS VEGAS, NEVADA TO A FOUR LANE DIVIDED HIGHWAY	THE TRANSPORTATION NETWORK IN THE ARIZONA/MEXICO BORDER AREA HAS TAKEN ON AN INCREASED SIGNIFICANCE WITH THE POTENTIAL TRADE EXPANSIONS FROM THE NORTH AMERICAN FREE TRADE AGREEMENT (NAFTA). IN RESPONSE TO THE TRADE IMPACTS OF NAFTA, THE STATE OF ARIZONA HAS TAKEN FOUR PROACTIVE STEPS TOWARD ADDRESSING TRANSPORTATION NEEDS IN THE BORDER AREA. (1) A SPECIAL $500,000 FUND FOR THE BORDER TRANSPORTATION PROGRAM HAS BEEN ESTABLISHED FOR LOCAL GOVERNMENT PROJECTS. (2) THE STATE TRANSPORTATION BOARD HAS APPROVED ADOT'S FIVE-YEAR CONSTRUCTION PROGRAM, WHICH INCLUDED NUMEROUS STATE HIGHWAY PROJECTS IMPROVING TRANSPORTATION IN THE BORDER REGION. (3) A STUDY ON BORDER INFRASTRUCTURE NEEDS HAS BEEN COMPLETED. (4) THE ARIZONA TRADE CORRIDOR STUDY WAS COMPLETED AS PART OF A STRATEGIC INITIATIVE TO PREPARE ARIZONA TO TAKE ADVANTAGE OF THE BENEFITS OF INCREASING INTERNATIONAL TRADE. * THE DESIGN PROJECTS FUNDED UNDER THE

		SPECIAL $500,000 BORDER AREA TRANSPORT-
		ATION PROGRAM ARE PRESENTED BELOW.
1. Who is the qualified recipient responsible for carrying out the project?	Arizona State Transportation Board and Arizona Department of Transportation.	Arizona Department of Transportation , in partnership with local government, including:
		* Cochise County
		* City of Douglas
		* City of Nogales
		* Yuma Metropolitan Planning Organization (YMPO) &
		Yuma County.
2. Describe the design, scope and objective of the project.	This existing highway needs to be designed and constructed to four travel lanes to complete a strategic transportation linkage between Canada and the Pacific Northwest to Mexico. The initial project requiring funding is the construction of four lanes (divided highway) of 5.6 miles from Kingman Arizona, northward, including a state-of-the-art Port of Entry capable of efficient, high tech handling and processing of commercial vehicles. (Please see attached Executive Summary of the Arizona Trade Corridor Study and US-93 Development Study.)	The following describes the four local government Projects in the Arizona-Sonora Border focus area.
		The Border ports suffer from inadequate interagency and cross border cooperation. Studies concluded that these problems need prompt attention to accommodate and facilitate increased trade between Mexico and the U.S., and to achieve a safer, more cost efficient and environmentally sensitive cross border transportation system. The objectives of the project are to coordinate management and planning of border port facilities among the various federal and state agencies; to coordinate operation of border port facilities between U.S. and Mexico, and to harmonize binational regulations and crossing procedures.
		* Project: Design of Naco Truck Route, Cochise County.
		Purpose/Trade Growth Impact: There is a growing need to reroute the international truck traffic around the community of Naco Arizona. The U.S. General Service Administration is planning to reconstruct the existing Port of Entry and the truck route would enhance the operations at the Port and reduce truck traffic in the community. The work will involve the

		design of approximately 6,000 feet of new roadway,
		realignment of 1,600 feet of existing Naco Highway
		and relocate the existing railroad crossing all in
		accordance with Federal and ADOT regulations.
		* Project: Design of Chino Road Extension, City of
		Douglas:
		Purpose/Trade Growth Impact: The City of Douglas
		has been developing an industrial park to enhance
		their position in a free trade environment. Part of the
		development of the industrial park is the construction
		of a truck route. This project involved the realignment
		of a portion of the truck route that connects the
		Douglas Port of Entry with US 191 and SR 80. The
		work will involve the design of approximately 3,500
		feet of new roadway in accordance with Federal and
		ADOT regulations.
		* Project: Design of Western Avenue/Grand Avenue
		Intersection and Design of Frank Reed Road, City
		of Nogales:
		Purpose/Trade Growth Impact: Western Avenue is
		the southernmost connecting road between Business
		Route 19 and Interstate 19, North of the Mexico
		border in Nogales. The existing intersection at B-19
		is at an angle, restricting traffic flow. The work will
		involve upgrading the intersection by realigning
		Western Avenue to create a "T" intersection in
		accordance with Federal and ADOT regulations.
		Frank Reed Road connects the Industrial Park Road
		area with Business Route 19, North of Mariposa
		Road Port of Entry Road. The work will involve the
		realignment of 2,640 feet of Frank Reed Road,
		between Mariposa Road and B-19 in accordance
		with Federal and ADOT regulations.
		* Project: Location Study for Phase 1 of Araby Road
		extension, Yuma County:
		Purpose/Trade Growth Impact: Truck traffic traveling
		between San Luis and Interstate 8 traverses several

		developed areas adding to overall congestion. The proposed study is the first phase in determining a future truck route , which bypass the developed areas in Yuma County. The study will be joint funded effort with the Yuma Metropolitan Planning Organization taking the lead role. The location study will look at the extension of Araby Road from Business Route 8 to County 14th Street and the connection to existing 14th Street.
3. Is the project eligible for the use of Federal Aid funds?	Yes. US-93 is a federal and state highway and is functionally classified as a principal arterial, and has been designated on the National Highway System.	Yes.
4. What is the total project cost and source of funds?	Total Facility Cost $836 Million. The immediate project for which funding is required costs $23 Million. This corridor project is partially funded. ADOT has programmed $52 Million for design and reconstruction of the corridor to a four lane facility	$5.5 Million Total. The following describes each Project's Costs: **SOURCE** *Sponsor: Cochise County * Design Cost: $150,00 STATE * Construction Cost: $1,700,000 FEDERAL * Sponsor: City of Douglas * Design Cost: $119,000 STATE * Construction Cost: $1,300,000 FEDERAL * Sponsor: City of Nogales * Design:Western Avenue-$80,000 STATE Frank Reed Road - $40,000 STATE * Cons.:Western Avenue-$1,000,000 FEDERAL Frank Reed Road-$500,000 FEDERAL * Sponsor: YMPO/Yuma County * Corridor Study: $150,000 STATE * Design Study: $1,000,000 FEDERAL
5. Will private sector funding	No. However, the POE is designed to provide	Only the YMPO/Yuma County will exceed

be involved for all or a portion of the project?	maximum efficiency and service for commercial vehicles entering and leaving Arizona.	the costs, as this request is only for design. The construction cost will be approximately $8,000,000.
6. Will the completion costs for the project exceed the amounts requested for the project?	Yes. The total costs for completion of the project will be $836 Million.	No. (See #5 Above.)
7. Has early work been done on the project?	The Arizona Department of Transportation has prepared the Corridor Study and will finance the design cost.	The Design and Corridor Study are under way for each project.
8. What is the proposed schedule and status of work on the project?	The pre-design work for this project is 85% complete. The design phase will start the summer of 1994, and the construction contract could be awarded during the Federal Fiscal Year, 1995.	The construction of Projects 1 - 3 could begin during fiscal year 1995. The Design for the YMPO/Yuma County project could start in the Spring of 1995.
9. Is the project included in the metropolitan and/or state transportation improvement plans, and if so, is it scheduled for funding?	Yes. The project is included in ADOT's transportation improvement plan and is scheduled for partial funding.	No.
10. Is the project considered by State and Regional transportation officials as critical to their needs?	The reconstruction of U.S. 93 between Phoenix & the Nevada border has been a high priority for the State Transportation Board since 1988.	Yes. (See Arizona Trade Corridor Study attached.)
11. Why has this project not been given a high enough priority to obtain funding?	ADOT has not had sufficient State or ISTEA funds to satisfy all transportation needs in the State.	Local Government has not had sufficient funding for these projects.
12. Will the project likely encounter any significant opposition or obstacles?	The improvement of US 93 has received significant support from public and private groups.	No.

13. How will the project objectives be met?	US 93 from Phoenix to Las Vegas is a critical regional transportation corridor serving north-south trade from Canada and the Pacific Northwest to Mexico. Its development is of vital strategic importance to the entire region.	See # 2 Above.
14. Describe the economic energy efficiency, environmental, congestion mitigation, and safety effects associated with completion of the project.	Full completion of this project would simultaneously address several issues, including: 1. Complete a continuous interstate commerce and trade route from Canada to Mexico through the Great Basin and Southwest states. 2. Improve access between remote areas and the center of Arizona's and Utah's economic activity. 3. Provide increased north-south mobility on a high level facility. 4. Enhance access to the national parks region, particularly Grand Canyon, Zion and Bryce. 5. Improve vehicle operating cost savings, time savings and reduce the number of severity of highway accidents. 6. Encourage economic development in remote areas of the State of Arizona; and 7. Increase interstate commerce resulting in growth and job creation.	See Number Two Above.
15. Will this project require additional investments in other infrastructure? If so, how will they be funded?	No.	No.

3216

16. In lieu of the proposed	Alternative north/south transportation linkages were	These projects were identified thru local transport-
project, what other transport-	evaluated and extensive feasibility studies were	ation studies.
ation strategies have been	performed on alternate routes by both ADOT and	
considered?	UDOT. The net present value analysis and cost	
	benefit analysis indicate that US-93 is the best and	
	most efficient use of resources.	
17. Is the authorization	New. However, ADOT has been investing their	New.
requested new or, is it an	limited state and federal resources in this transpor-	
increase of a previous	tation corridor.	
authorization?		
18. If Highway Trust Fund	Yes, because this corridor is of strategic importance	Yes.
revenues are not available	to the region as it completes a linkage that will enable	
for the project, would you	the states in the north and south to have direct access	
support General Fund revenue	to multiple markets.	
for it?		

JACK REED
2ND DISTRICT, RHODE ISLAND

COMMITTEES
EDUCATION AND LABOR
JUDICIARY
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PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

Congress of the United States
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Washington, DC 20515-3902

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Jack Reed

For Insertion in the Hearing Record
on the National Highway System:

Testimony of the Honorable Jack Reed
Second District, Rhode Island
before
Surface Transportation Subcommittee
House Committee on Public Works

Mr. Chairman, I want to thank you for the opportunity to testify before the Subcommittee today, and I appreciate your willingness to accept my written statement and supporting documents for the official record of this hearing.

Mr. Chairman, the state of Rhode Island is in a unique position. On one hand, Amtrak's plans for high-speed rail in the Northeast will reduce travel time from Boston to New York and decrease the amount of pollution in my region. On the other hand, Amtrak's plans will also reduce the chances that my state will succeed in its efforts to develop the Port of Davisville. The Port of Davisville is a former Navy facility that encompasses over 45% of the developable land in Rhode Island. More importantly for this Committee, Davisville is an intermodal transportation center in waiting. Davisville has 22 miles of rail on the base, quick access to Interstate 95, an enormous airfield and runway, as well as three deep water piers.

While I understand that the Surface Transportation Subcommittee does not have oversight over Amtrak, this Subcommittee does have the power to reduce the negative impact of Amtrak's electrification plans.

In particular, Amtrak's high-speed rail plan will involve building a super-structure over the rail tracks that will reduce the overhead clearance for freight trains, especially the double and triple-stack trains the state plans to operate on the line in the near future. Compounding this clearance problem even further are 56 bridges which are not high enough to permit the movement of modern freight rail cars.

According to the Rhode Island Department of Transportation, all of these bridges are federal-aid eligible. The majority are considered deficient structures and have an efficiency rating below 80%. In addition, a number of these bridges are part of the existing federal highway system and some are slated to become part of the proposed National Highway System.

Improving these bridges will not only maintain freight service in my state, it will also assist Rhode Island's efforts to institute a commuter rail system and allow safer and more efficient automobile travel over these structures. Any of these bridge projects could be justified as a necessary highway improvement directly benefiting the motoring public. Together, in a comprehensive package, these projects add a critical element to the highway system by making it complementary to the development of commuter and freight rail. This comprehensive approach is the single most important infrastructure effort for the long-term economic development of Rhode Island.

Mr. Chairman and members of the Committee, this project will not only improve our highways, but it will decisively aid the economy of Rhode Island from the economic devastation of the last decade.

STATEMENT BY THE HONORABLE HAROLD ROGERS

before

Subcommittee on Surface Transportation

March 15, 1994

Chairman Rahall, Mr. Petri, and members of the Subcommittee, thank you for giving me the opportunity to present testimony to the Subcommittee concerning the National Highway System and its importance to my district. I commend the Subcommittee for the leadership and commitment it has displayed time and again to create a strong, viable transportation infrastructure to foster our nation's economic development.

As the Subcommittee well knows, infrastructure is the key to economic development, particularly in rural areas like mine. Without continued commitment to an adequate road system, the economies of areas like Southern and Eastern Kentucky will fail to improve.

My district, located in the heart of Appalachia, continues to be poor relative to the rest of the nation. Most of the area is located among mountainous terrain which, for years, has hindered access to my communities, resulting in geographic and economic isolation. Moreover, the mainstay of many of these counties' economies -- the coal industry -- has fallen on rough times, resulting in hardship that can only be reversed through

investments that take many forms. One form, highway infrastructure, may be the single most important to our future. Therefore, Southern and Eastern Kentucky must not be forgotten as we pave the way for a national highway system that will serve us into the next century.

I commend the U.S. Department of Transportation for recognizing the needs of my region. I strongly support their recommendations to designate several corridors in Southern and Eastern Kentucky as part of the proposed National Highway System. These corridors include: U.S. 27; I-75; the Daniel Boone Parkway and KY 80; U.S.25 E east of I-75; the Mountain Parkway and its extension, KY114; KY 15; U.S. 23; and U.S.119.

In addition, however, I believe two other NHS designations are critical to both my district and the nation. I am requesting the Subcommittee to include these additional corridors in the NHS legislation.

First, your Subcommittee and the Congress recognized the critical need for the East-West Transamerica Corridor (I-66) when we designated it as a high priority corridor on the NHS. Thus, I strongly believe the East-West Transamerica Corridor must be included in any legislation designating the NHS. Moreover, I would request that the provisions contained in H.R.3276 designating the Kentucky portion of this corridor also be included.

Second, I am requesting U.S. 460 from Salyersville, Kentucky to Paintsville, Kentucky be designated as part of the NHS. As part of the Appalachian Regional Corridor system, the federal government has made a long-standing commitment to build a transportation link between the road-starved and economically depressed Appalachian counties of Eastern Kentucky and other states. Inclusion of this twenty-mile section would further the Congress's goal and commitment to the transportation and economic development needs of this area.

Moreover, I am requesting authorization for appropriations for two projects critical to my district.

First, I am requesting authorization for a project to improve and widen KY 114, the Mountain Parkway Extension, from Salyersville, Kentucky to Prestonsburg, Kentucky. The Department of Transportation recognized the importance of this corridor, and rightfully proposed its inclusion in the NHS. Located in one of the most economically depressed regions of Eastern Kentucky which continues to be heavily dependent on coal, this corridor is crucial to the continued health of the area's coal industry, as well as to the future ability of this isolated region to attract new industry.

Finally, along with our colleague, Congressman Scotty Baesler, I am requesting authorization for a project to widen and improve the U.S. 27 corridor from Camp Nelson, Kentucky to the Tennessee State Line. Also included in the proposed NHS, this corridor is the major north-south corridor linking a very rural region with the State's urban center. These improvements would provide greater accessibility and safety for these residents, and foster economic development in a very depressed area.

Mr. Chairman, Mr. Petri, and members of the Subcommittee, I appreciate your continued concern for areas like mine. This Subcommittee has always generously considered the needs my area, and I am grateful for all of your assistance. Thank you for your continued consideration of my requests.

82-614 O - 94 - 26

Testimony by Congressman Dan Schaefer
for Denver's Southwest Corridor Mass Transit Project
Subcommittee on Surface Transportation
Committee on Public Works and Transportation
March 15, 1994

Mr. Chairman and members of the subcommittee, thank you for the opportunity to testify this afternoon. I am here today to express my strong support for the Denver, Colorado, Southwest Corridor mass transit which is under consideration by the subcommittee.

This project is the culmination of years of extensive study and coordination among the metro-Denver governments. It will extend from the central business district in downtown Denver to the southwest suburbs in Douglas and Jefferson Counties, the first and eighteenth fastest growing counties in the country, respectively. The 8.7 mile corridor runs parallel to Santa Fe Drive, a major traffic artery into and from Downtown Denver, and is the highest priority for increasing the Denver region's access to rapid transit, lowering traffic congestion and helping Colorado's Front Range to achieve its regional air quality goals.

Along with the astounding population growth, comes inevitable vehicle traffic congestion. In 1990, the area's average daily north/south traffic was 107,000 vehicles. It is projected that this volume will grow by nearly 50 percent, to 155,000 vehicles, by the year 2015. Because of this vehicle traffic explosion, it is projected that mass transit would carry between 16,000 and 20,000 passengers a day by the year 2015.

This project has been coordinated extensively among the region's governmental entities and the Denver RTD (Regional Transportation District) Board of Directors, the area's mass transit organization, to insure the project's worthiness and potential for success. Both RTD and the Colorado Department of Transportation, have anticipated mass transit development in this corridor. In fact, they have already spent $97 million since 1982 for reconstruction of railroad bridges and street intersections in preparation for mass transit. Additionally, RTD has acquired all the necessary rights-of-way in the corridor.

Mr. Chairman, I understand and support this subcommittee's desire to be careful in funding only worthy endeavors. I believe that, for the previously stated reasons, and the due to concentrated effort by all entities involved during the planning stages to meet the investment criteria set forth for project development, you will find Denver's Southwest Corridor a wise mass transit choice. I urge that you give it favorable consideration as the selection process moves forward.

Testimony by Congressman Dan Schaefer
for the Lena Gulch Overpass in Jefferson County, Colorado
Subcommittee on Surface Transportation
Committee on Public Works and Transportation
March 15, 1994

Mr. Chairman and Members of the Subcommittee, thank you for the opportunity to testify today. I am here in support of the improvement project at the interchange of U.S Interstate 70 and the Denver West Parkway in Jefferson County, Colorado.

The current interchange and bridge are in drastic need of improvement and expansion. The nearby presence of the federal government's National Renewable Energy Laboratory and an explosion in both economic and residential development in the immediate vicinity have combined to drastically increase the traffic volume. This heightened volume has left the current structure inadequate and dilapidated, making the improvement project -- which includes both public and private financing -- a major local priority.

Mr. Chairman, the project's ability to meet the funding criteria set forth makes the Lena Gulch overpass at the I-70/Denver West Parkway interchange an excellent candidate for Intermodal Surface Transportation Efficiency Act funding. I urge your favorable consideration for this project.

ALBERT R. WYNN
4TH DISTRICT MARYLAND

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CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, D.C. 20515-2004

March 24, 1994

The Honorable Nick J. Rahall, II
Chairman
Subcommittee on Surface Transportation
B 376 Rayburn HOB
Washington, D.C. 20515

Dear Mr. Chairman:

On March 15th, your subcommittee held a hearing on the National Highway System. Since I was unable to attend, I would greatly appréciate it if you could submit the following statement in the record.

Thank you in advance for your kindness.

Sincerely,

Albert R. Wynn

Albert R. Wynn
Member of Congress

Albert R. Wynn

TESTIMONY OF THE
THE HONORABLE ALBERT R. WYNN
BEFORE THE
SUBCOMMITTEE ON SURFACE TRANSPORTATION

March 15, 1994

Good Morning Mr. Chairman and Members of the Committee

I represent the 4th Congressional District of Maryland, and wish to indicate for the record my support for a strong National Highway System.

I understand that Mr. Hal Kassoff, who is the Administrator of the Maryland State Highway Administration, testified before this committee on March 1, 1994, regarding his support for the adoption of a National Highway System. I wish to reiterate his sentiments as well as make a pitch for a very important project in my district.

Kassoff's first point: Not only is a national Highway System fully compatible with a multimodal transportation system like the one which exists in Maryland, the Maryland DOT experience has demonstrated that an effective and efficient network of major highways provides the framework that ties all modes together into a truly integrated system serving passengers and freight over land, sea and in the air.

Kassoff's second point: In Maryland, we are relatively small in relation to the magnitude of national highway corridors like I-95, I-70, and others that cross our state. These are major interstate corridors extending thousands of miles which traverse the length and breadth of our country. Without a strong federal role in a national highway system, small states like Maryland won't be able to adequately support highway corridors of national significance. The net result will be more noticeable differences in quality and levels of service at state lines whether local, politically popular projects have attracted scarce transportation funds away from the national corridors.

Kassoff's third point: The National Highway System plays a significant role in our national economy. Goods produced or consumed in any part of the country have major transportation costs associated with movement from points of production to points of consumption or export. Efficiency any reliability in such movements is a major component of a healthy, competitive, economy

On that note, I feel it would be appropriate to mention at least one project in my Congressional District which exemplifies the benefits of and the need for a strong national highway system. Federal money is needed to design and construct a traffic monitoring system along the Washington Capital Beltway from the American Legion Bridge to New Hampshire Avenue. The project is

known as the Intelligent Vehicle Highway System, and will make it possible to gather up-to-the-minute information on traffic conditions and quickly provide this information to travelers using the highway monitoring equipment. Moreover, highway officials and police will be able to effectively deal with traffic emergencies. The preliminary planning stage is almost complete and has strong support in my district as well as that of Congresswoman Connie Morella from Maryland's 8th Congressional District.

Thank you Mr. Chairman for allowing me the opportunity to submit this testimony today. I pledge my assistance in supporting the creation of a truly national highway system for the people of this country.

The Mayor of San Juan
Capital City of Puerto Rico

Testimony for the Record

HÉCTOR LUIS ACEVEDO
Mayor of San Juan
Commonwealth of Puerto Rico

Subcommittee on Surface Transportation
Committee on Public Works and Transportation
United States House of Representatives
March, 1994

Mr. Chairman and distinguished members of this Subcommittee, thank you for the opportunity to testify before this committee on the merits of *Tren Urbano* project of the San Juan Metropolitan Area. For us in San Juan, this project is of vital importance. It will not only help to alleviate the traffic congestion in our beautiful Capital City and facilitate the movement of persons and goods within the Metropolitan Area, but it will also contribute to alleviate the heavy economic burden that the individual method of transportation, the automobile, has on the typical Puerto Rican family. It should be noted that the average family income on our Island is $9,988.00 and that it costs approximately 40% of this income to own and operate an automobile in Puerto Rico.

Box 4353
San Juan, Puerto Rico

Because of the significance of this project for San Juan, since its inception I have been an active proponent and defender of the *Tren Urbano*. I have testified and participated at every opportunity I have had in Congress, with the Federal Transit Administration (FTA) and the Department of Transportation to secure support for the *Tren Urbano* being designated a Turnkey Demonstration Project under Section 3019 of the Intermodal Surface Transportation Efficiency Act (ISTEA) and to obtain discretionary funding under Section 3 of the Federal Transit Act for bus feeder lines.

As a result of the project's merit and the support it enjoys in FTA and the Department of Transportation, as well as Congressional language, the *Tren Urbano* was designated by FTA as a Turnkey Demonstration Project, which will greatly enhance the efficiency of the realization and operation of the project. The House Appropriations Committee stated the following about the *Tren Urbano* when recommending its designation as a turnkey demonstration project:

> The Committee is aware of efforts in San Juan, Puerto Rico, to provide improved public transit services by increasing reliance on innovative combinations of federal, commonwealth, local and private financing to accomplish the "Tren Urbano" project. The Committee believes this project exemplifies the qualities the FTA should emphasize in selecting turnkey demonstration projects under section 3019 of the ISTEA: excellent ridership potential, extensive local financial commitment, local consensus to undertake the project as proposed, integration/evolution of bus and fixed guideway systems, strong history of planning and travel demand studies, intermodal coordination between highway and transit funding, and a willingness to fast-track planning, environmental, and engineering studies prior to initiating the turnkey procurement. Therefore, the Committee directs the FTA to give priority consideration to the designation of the San Juan "Tren Urbano" rail transit project as one of the initial turnkey demonstration projects.

In addition, the Committee earmarked $6 million of Section 3 discretionary funds for the replacement, rehabilitation and purchase of buses and related equipment and for the construction of bus-related facilities of the metropolitan area's Metrobus service, a key intermodal bus feeder component of the overall *Tren Urbano* project.

The San Juan metropolitan area, an area in which approximately forty percent of Puerto Rico's total workforce is concentrated, is an exceptional candidate for a mass transit system, with a population density of over 7,100 persons per square mile and over 4,200 automobiles per square mile. Overall, the data shows the San Juan metropolitan area is in greater need of urban mass transit than many cities which already have systems in place. Phase I of the project, which will run approximately 11.8 miles, is projected to serve over 100,000 passengers per day. This first phase will serve and connect key business, residential, recreation, medical, university and government sectors.

Over the years, we have worked with the Commonwealth Government, the private sector, and other appropriate organizations to build a consensus on the *Tren Urbano*. All geographic, economic and political sectors in Puerto Rico are moving together to advance the realization of this transportation project. The *Tren Urbano* not only enjoys unprecedented support among different sectors in Puerto Rico, but also within the U.S. Department of Transportation and the FTA.

The benefits of the *Tren Urbano* project are manifold. Beyond the employment generated by its development and construction, we must weigh the numerous social, economic, and environmental benefits of

implementing a state-of-the-art intermodal system in San Juan. These benefits will extend far beyond the metropolitan area itself, and will affect the entire Island.

In Puerto Rico, we have backed-up our support for the *Tren Urbano* with significant funding. We currently estimate approximately two-thirds of project costs to be financed by Puerto Rico, including program funds, tolls, fuel taxes, and registration fees.

I fully support the request of the Commonwealth government for $60 million in Section 3 funds, which would be used for planning and engineering, right-of-way acquisition, and initial construction of the *Tren Urbano* project. These funds will prove to be a wise investment in the future of Puerto Rico.

On behalf of the City of San Juan and the residents of the metropolitan area, I urge you to assist us with this project and thus realize a much-needed state-of-the-art intermodal transit system which can serve as a model for turnkey development. The multiple social, economic and environmental benefits of the *Tren Urbano* are exceptional and will allow us to realize our full economic development potential and to move into the next century with an excellent transportation infrastructure and improved quality of life.

Statement of the American Traffic Safety Services Association to the Surface Transportation Subcommittee of the House Public Works Committee on the National Highway System

The American Traffic Safety Services Association (ATSSA) is a national trade association in its 24th year representing nearly 1,000 companies and individuals in the traffic control industry. Most of the traffic safety equipment and services used on our highways are provided by ATSSA members. Our membership also includes public officials at all levels of government who are concerned with traffic control and the safety of the road user. We are in a unique position to offer suggestions on the National Highway System, and, specifically, we would like to make recommendations in the areas of work zone safety and signing and marking standards.

ATSSA applauds the leadership and members of the Committee on Surface Transportation for holding hearings on the National Highway System long before the 1995 enactment date. Your leadership in this area illustrates a commitment to the concept of a National Highway System which will ensure that Americans have the freedom of mobility that they have come to expect. Timely enactment of the NHS will provide the capability to move products efficiently along primary trade corridors. Because highway safety is ATSSA's number one priority, we believe that the NHS, by improving standards with cost efficient safety improvements on many rural roads, will reduce accidents and save lives. However, our members feel strongly that no wholesale reconstruction of roadways of national significance should take place without a strong safety component and a work zone safety program in place. We encourage you to consider work zone safety as part of the system.

WORK ZONE SAFETY PROGRAM (Section 1051)
Improved Work Zone Safety

Section 1051 of the ISTEA states that the Secretary shall develop and implement a work zone safety program to improve work zone safety at highway construction sites by enhancing the quality and effectiveness of traffic control devices, safety appurtenances, traffic control plans, and bidding practices for devices and services.

Previously we testified that the National Transportation Safety Board in a three-year study on "Highway Construction Work Zone Safety" had identified crucial inadequacies that contribute to the rising fatality and accident rates in highway construction zones. The study revealed that traffic control techniques and devices were "clearly not in compliance" with existing guidelines. The Board expressed concern about the "adequacy of traffic control plans" and questioned whether the FHWA placed enough emphasis on recurring problems. The Safety Board recommended that the FHWA, AASHTO, and other transportation officials develop a national program to strengthen compliance with existing guidelines, and also that states should use funds earmarked for construction to monitor compliance.

In the ISTEA, this committee recognized the importance of work zone safety by including Section 1051 which directed the DOT to develop and implement a work zone safety program and to improve data collection in this area. Two years after the passage of the Act, we still have had no rulemaking on a work zone safety program. The passage of the ISTEA led to increased funding for reconstruction and maintenance projects; NHS-related reconstruction makes it even more imperative that a program is underway which will improve safety and save the lives of workers and motorists in construction zones. We recommend the following be included in a Work Zone Safety Program:

5. The Secretary of Transportation should conduct annual reviews of work zone safety practices and policies, both state-by-state and on a national level, in order to determine the effectiveness of each state's work zone safety practices. The results of such inspections, reviews, and assessments should be reported annually and distributed to the states so successful practices can be acknowledged. Successful techniques could then be incorporated by states that have higher work zone fatalities and accident rates so that those rates could be reduced.

SIGNING AND MARKING STANDARDS

The replacement of highways signs has been rated consistently in the annual FHWA Highway Safety Report to be a most cost-effective safety improvement. Pavement markings are the least expensive and most effective traffic safety device used throughout the world today. Studies indicate that every dollar spent on pavement markings yields sixty dollars in benefits. This benefit ratio actually rises with traffic volume and geographic location. Congress has directed the FHWA to include a standard minimum-maintenance level of retroreflectivity for signs and pavement markings and to determine which roads must have center lines, edge lines, or both. ATSSA recommends that this standard be implemented as part of the National Highway System.

We also would recommend that a national sign be designed which would designate the NHS so that road users would recognize, as they do on the Interstate, that they are on the system. This is especially important in light of the North American Free Trade Agreement. Uniformity of signs and standards is always important; it becomes even more so as the number of non English-speaking drivers increases.

1. The Annual Work Zone Report from the FHWA over the last several years has indicated that the limited number of trained personnel is a problem and that the high rate of turnover in government agencies and the private sector results in a constant need to provide training. To correct this deficiency, a number of states require some degree of certification of worksite traffic supervisors, but all states should require this. **Therefore, we recommend that a major component of a national Work Zone Safety Program would require each state highway department to designate, and require the contractor to designate, for each project, a person trained and certified who will have the responsibility and authority for assuring that the provisions of the Traffic Control Plan (TCP) and other safety aspects of the work zone are effectively administered.**

Education and training of persons responsible for work zone traffic control are of utmost importance to the members of our association. In 1977, ATSSA initiated a certified Worksite Traffic Supervisor (WTS) Program developed as a joint effort with the Institute of Transportation Engineers (ITE) and the Federal Highway Administration (FHWA). To date, over 11,000 people have completed our training program and over 3,500 are currently certified. Thirteen states require ATSSA certification on at least some projects. We frequently hear that states do not have money for training. **Those states not in compliance with Section 153 of the ISTEA should be encouraged to use their 402 funds for training of work zone personnel.**

The ATSSA WTS program sets industry standards that have resulted in an upgrading of the quality of work zone traffic control. When we refer to the need to provide training for work zone personnel, we note that standards should be formulated and adopted with due regard to the current training and certification program of ATSSA and should be equivalent or superior to this program.

2. ATSSA recommends that the Secretary direct state highway agencies to include on all projects a penalty provision to be applied for days or periods of time when the traffic control is not in compliance with the Traffic Control Plan. Whatever method of payment is used, it is important that there be an ongoing review of procedures as problems and concerns develop. The most successful systems result from joint development and review by both the agency and industry. ATSSA has developed a quality standards book for traffic control devices which a number of states have adopted as their standard. Using a standard of this type helps inspectors and supervisors evaluate the condition of devices and assures continued effectiveness.

3. Section 120(c) of the ISTEA allows for 100% federal funding for certain safety improvements that have a significant cost/benefit ratio in terms of lives saved for money spent. This provision is important for states with matching fund problems. It can mean that important safety improvements can be made without delay while states find the funding. **In order to encourage states to use superior traffic control devices and procedures and reduce serious losses now occurring in work zones, 100% federal funds should also be made available for work zone traffic control.**

4. Each state highway department should be required to collect uniform data on all work zone accidents. Such data should include the type, design, and operational characteristics of work zones in which accidents have occurred; the type of roadway; traffic volume; the nature of the accident; and the extent of the damage, injuries, or fatalities sustained. Each state highway department should also analyze and use this information to correct deficiencies and improve future traffic control plans.

Testimony of

DWAYNE O. ANDREAS

CHAIRMAN OF THE BOARD

AND CHIEF EXECUTIVE OFFICER

ARCHER DANIELS MIDLAND COMPANY

before the

House Public Works and Transportation Committee

Subcommittee on Surface Transportation

on

the National Highway System

Mr. Chairman, I am Dwayne Andreas, chairman of the board and chief executive officer of the Archer Daniels Midland Company.

I thank you for this opportunity to testify on the National Highway System, an issue that is of the highest importance to our nation. This is not just a trucking or transportation industry issue; this is an American business issue.

My company is principally engaged in the processing of agricultural commodities: soybean oil, cottonseed oil, corn oil, corn syrup, flour, sugar, and many other ingredients found in the foods we eat every day.

The company's primary operational mission is to be the low-cost processor and shipper of farmers' commodities. In that respect,

cheap, efficient, and reliable transportation is absolutely essential to our company's mission.

We employ over 16,000 people at 348 locations in the U.S. and 64 locations in foreign countries. With 1993 net sales of nearly $10 billion, Archer Daniels Midland is the largest processor of agricultural commodities in the world. We take seriously our commitment as "supermarket to the world."

The supermarket is a fitting metaphor for our company and the work we do. The typical supermarket in this country provides all of the food that an American family consumes within the home. It also supplies most of the medicine, cosmetics, paper products, cookware, cleaning agents, and other goods that help an American family stay clean and well fed.

To do all this, to keep the shelves stocked with the products that Americans expect and demand, the community supermarket requires four full truckloads of product each and every day. To get all of that product into those stores and onto those shelves, the supermarket must have trucks and an efficient, reliable, well maintained, and interconnected network of highways to keep those trucks going. The supermarket needs a National Highway System. Not every supermarket is located at a port, on a rail line, or close to a navigable waterway. Most supermarkets are served exclusively by highway transportation.

As supermarket to the world, Archer Daniels Midland Company depends heavily on highway transportation. When I think about my company, I see a hundred ships on the high seas, thousands of rail cars and barges, and more than 15,000 trucks hauling our

products every day. Without those trucks and the highways on which those trucks depend, our products don't move. The supermarket shelves are bare.

So, Mr. Chairman, I urge you and your colleagues to move swiftly to pass legislation officially establishing a National Highway System for this country. A National Highway System that is and will continue to be the backbone of the most efficient transportation system in the world.

The establishment of a National Highway System is absolutely essential to keep the community supermarket and the "supermarket to the world" going. It is also essential to continued economic growth, job creation, U.S. international

competitiveness, and the productivity and profitability of American business.

Please don't delay in establishing the National Highway System. Do it now.

Written Testimony of James J. Baxter,
President of National Motorists Association

Mr. Chairman, I am James J. Baxter, President of the National Motorists Association, an organization that protects motorists rights.

With your committee considering the National Highway System, I urge you also to review and reform the National Maximum Speed Limit. For the past 20 years, the Federal government has imposed a 55 mph maximum speed limit on all 50 states. In 1987, exceptions to this law permitted the states to raise this limit to 65 mph on selected highways. Forty-one states have taken advantage of this option. Legislation is pending in at least four other states to raise speed limits above 55 miles per hour.

The 55 mph National Maximum Speed Limit was imposed in reaction to the 1973 OPEC Oil Embargo. It was made permanent in 1975 with the belief that it would greatly enhance highway safety.

While it is true that highway fatality rates declined during the oil embargo, it is also true that they increased over the first few years that the permanent law was in effect.

During the 1980's, highway fatality rates began a long term decline. At the same time, highway speeds were increasing.

The legislation passed in 1987 was a stopgap measure intended to pacify motorists and prevent the complete collapse of the National Maximum Speed Limit concept. At the time, 80 to 90 percent of the traffic on Interstate highways was traveling well in excess of 55 mph. Several states were in jeopardy of losing federal highway funds and motorists were visibly and verbally annoyed with the situation.

Unfortunately, a 65 mph rural Interstate speed limit does not address the root cause of the problem associated with speed limits and motorist compliance.

The 55 mph speed limit is a rigid political standard imposed on a dynamic evolving system of personal transportation. It cannot adapt to unique situations nor can it accommodate changing technology.

Forty years of speed zoning and speed limit research has resulted in a scientific consensus (not a political consensus) that the most effective means for setting speed limits is to monitor the driving practices of the motoring public and then set standards that reflect the actions of the vast majority of safe motorists.

That describes the Fair Speed Limit Act of 1994.

This legislation replaces an arbitrary number (55) with a uniform scientifically based procedure for setting speed limits. It is easily applied, inexpensively administered, readily enforced, and reflects a general consensus of highway users.

When looking at the National Highway System, we must consider how motorists can use the roads most efficiently without abusing them. The Free Speed Limit Act of 1994 as an amendment to the National Highway System will better reflect how the consensus of motorists feel about setting standards for speed limits around the country.

On behalf of the National Motorists Association (NMA) and our nation's motoring public, I am including for your review the draft language for the "Fair Speed Limit Act of 1994" at the end of my statement.

If you have any questions or require additional information, please feel free to call me at 608/849-6000.

Thank you for consideration.

FAIR SPEED LIMIT ACT OF 1994

To provide for a fair and reasonable national speed limit policy.

Be it enacted by the Senate and the House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE

This Act may be cited as the "Fair Speed Limit Act of 1994".

SECTION 2. REFERENCES.

(a) Except as noted otherwise, title and section references herein are to sections of title 23, United States Code.

SECTION 3. FINDINGS.

The Congress finds that -

(1) The National Maximum Speed Limit is no longer supported by the American public, and is an obstacle to the application of engineering-based speed zoning practices.

(2) Federally sponsored studies have repeatedly proven that the safest and most efficiently enforced speed limits are those based on the "85th percentile rule", that is a speed limit that considers legal the actions of normally prudent and responsible drivers.

(3) The setting of unreasonably low speed limits leads to large scale non-compliance, misallocation of enforcement and judicial resources, and creates unintended safety problems.

(4) Speed limit standards that encourage the use of proven traffic engineering principles will permit the states and their respective local units of government to accommodate unique travel environments. The result will be greater efficiency, enhanced safety, fairness, economic progress, and better use of enforcement and judicial resources.

SECTION 4. DEFINITIONS.

(a) SPEED LIMIT.-The maximum speed permitted on a street or highway.

(b) 85th PERCENTILE SPEED.-The speed at or below which 85 percent of free flowing vehicles are traveling.

(c) 67th PERCENTILE SPEED.-The speed at or below which 67 percent of free flowing vehicles are traveling.

(d) STATE.-The term "State" shall have the meaning given it in section 401 of this title.

(e) FREE FLOWING TRAFFIC.-Vehicular traffic unencumbered by congestion, inclement weather, construction, or maintenance, or law enforcement activity.

(f) SECRETARY.-The Secretary of Transportation.

SECTION 5. NATIONAL SPEED LIMIT STANDARDS

(a) No speed limit shall be set to exceed, to the nearest five mile per hour increment, the 85th percentile speed of free flowing traffic.

(b) No speed limit shall be set below, to the nearest five mile per hour increment, the 67th percentile speed of free flowing traffic.

SECTION 6. REPEAL OF NATIONAL MAXIMUM SPEED LIMIT.

(a) Sections 154 and 141(a) of title 23, United States Code, and section 329 of the Department of Transportation and Related Agencies Appropriations Act, 1988 (Public Law 100-202), and section 1029 of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) are repealed.

SECTION 7. ESTABLISHMENT OF A NATIONAL SPEED LIMIT POLICY.

(a) Each State shall measure a representative sample of free flowing speeds on distinct classes of streets, roads, and highways. Statutory speed limits for each class of street, road, or highway shall represent the 85th percentile speed for that entire class of street, road, or highway.

(b) Individual streets, roads, or highways or segments thereof that exhibit traffic speeds significantly different from those specified by statute shall be posted with separate speed limits that reflect 85th percentile speeds of free flowing traffic.

(c) No street, road, or highway shall be posted nor have enforced a speed limit lower than the 67th percentile speed of free flowing traffic.

(d) If a state chooses to establish different speed limits for different classes of vehicles those limits shall

be neither higher than the 85th percentile speed nor lower than the 67th percentile speed exhibited by the respective classes of vehicles for which the limits are established.

(e) Exceptions to (c, d) are limited to construction and school zones or temporary emergencies.

SECTION 8. ENFORCEMENT.

(a) The Secretary of Transportation shall not approve any project under section 106 of this title in any State which has a maximum speed limit in excess of the 85th percentile speed of free flowing traffic, as determined by established traffic engineering practices and as described in the *Manual on Uniform Traffic Control Devices*.

(b) With the exceptions noted in section 7(e), the Secretary of Transportation shall not approve any project under section 106 of this title in any State which has a maximum speed limit less than the 67th percentile speed of free flowing traffic, as determined by established traffic engineering practices.

(c) Each State shall certify to the Secretary before January 1 of each year that it is enforcing all speed limits on public highways in accordance with Section 5 of this Act.

SECTION 9. EFFECTIVE DATE.

This Act shall take effect 90 days after enactment into law.

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
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March 8, 1994

The Honorable Nick J. Rahall II
Chairman of the Subcommittee on
Surface Transportation
Rayburn House Office Building
Washington, DC 20515-6261

Dear Representative Rahall:

Fundamentally, California is satisfied with the process and the designation of the National Highway System (NHS). All of California's NHS recommendations were included in the United States Department of Transportation (USDOT) transmittal to Congress.

Generally, we support the need for federally legislated routes, the size of the NHS, and the process used designating the system. There is an appropriate role for the federal government to play on the nation's infrastructure, and the need for management systems. However, we believe that this role should be limited to routes which are of national interest.

Once the federal interests are achieved, greater flexibility should be given to the states to develop their transportation infrastructure. The states need more flexibility to design and construct their infrastructure to standards appropriate for the traffic conditions with very little federal oversight.

California's proposed NHS submittal is about 13 percent less than its allocation. We did ask the FHWA, and now Congress, to hold our unused NHS mileage for future considerations, and to permit the states to make adjustments to the NHS over the next four years.

Beyond this, we would like to see the Intermodal Surface Transportation Assistance Act of 1991 (ISTEA) remain unchanged.

California supports the concept of a "fair and equitable" formula and has worked closely with the General Accounting Office. Until such time that these reports to Congress are made, discussion of any formula changes would be premature. The cooperative state/metropolitan planning organization (MPO) NHS designation process required by Intermodal Surface Transportation Assistance Act of 1991 (ISTEA) works well and we would like to see it continued.

While we may agree that some consideration should be given by Congress to high cost, high profile projects, we would prefer that the project selection process be left up to the states/MPOs where most of the projects are nominated through the regional transportation improvement plans prepared by the MPOs.

Thank you for the opportunity to submit our concerns.

Sincerely,

JAMES W. VAN LOBEN SELS
Director

STATE OF CALIFORNIA
NATIONAL HIGHWAY SYSTEM
PRESENTATION TO CONGRESS

The Intermodal Surface Transportation Assistance Act of 1991 (ISTEA) Public Law 102-240 addresses the post-interstate transportation needs of the country by authorizing the designation of a National Highway System (NHS). When approved, the proposed NHS would "provide an interconnected system of principal arterial routes that will serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities, and other major travel destinations; meet national defense requirements; and serve interstate and international travel."

Fundamentally, California is satisfied with the need for federally legislated routes, the current recommended size of the NHS, and the process used in designating the NHS. We agree that the federal government should have an interest in the nation's transportation infrastructure, and that there is a need to have management systems in place to measure the performance of the NHS to ensure the nation's competitiveness. We believe that when the designated NHS submitted by the United States Department of Transportation (USDOT) to Congress is approved, the federal interests will have been achieved.

While we agree that the NHS should be a major step in the development of a National Transportation System (NTS), there are some specific issues being raised that may warrant reaffirmation as congress deliberates the NHS adoption.

1) NHS
   - Adjustments to the NHS
   - Impact of Non-NHS Approval
   - ISTEA funding flexibility
   - Design standards

2) Other
   - Obligation authority limitation
   - State/MPO relationship
   - Apportionment formula
   - Demonstration projects

NHS ADJUSTMENTS

Congress limited the size of the NHS to a total of 155,000 miles plus or minus. California was allocated 8,544 miles of the nation's total of 15 percent. California's submittal consisted of 7,417 miles, 2,928 miles in the urban areas and 4,487 in the rural areas. Some 1,129 miles less than its allocation.

U. S. Secretary of Transportation Federico Peña submitted the nation's proposed NHS to Congress December 9, 1993. The nation's submittal consisted of 158,674 miles. California did not use all of its NHS mileage allocation. We requested that FHWA, and now Congress, to "bank" the mileage for future consideration. Although we do not advocate a larger system, we feel that the states should be given the flexibility to adjust the rural and urban NHS mileage submittals, including intermodal connections, over the next four years utilizing the same process used in establishing the basic system.

OBLIGATION AUTHORITY LIMITATION

Not all of the sums authorized are made available to the states for obligation. Currently, the obligation authority to apportionments ratio is 91 percent. The 9 percent obligation authority limitation deprives the state of about $150 million a year from all of the programs. We would like to see the Obligation Limitation dropped and apportion the full amount authorized. California gives high priority to full and adequate funding for ISTEA.

For the purposes of carrying out the provisions of Title 23, United States Code, Congress authorized to be appropriated out of the Highway Trust Fund, over a six-year period, $17 billion for the Interstate Maintenance program, and $21 billion for the NHS. The fiscal year 1996 authorizations are $2.914 billion for the Interstate Maintenance and $3.6 billion for the NHS. It is estimated that California's proportioned share would be approximately $270 million and $275 million, respectively.

STATE/MPO PARTNERSHIP

ISTEA required the states in cooperation with the MPOs to designate the NHS. California's proposed NHS was developed in cooperation with the MPOs, regional transportation planning agencies, local and regional officials, and other interested parties such as trucking interests, ports, and goods movement interest. Public information hearings were held at the regional and state levels. The state held two public information hearings to receive comment on the NHS proposals, one in Southern California and the other in Northern California.

Also, California depends heavily on the MPOs for programming projects. California acknowledges overall responsibility and accountability for administering the Federal-Aid Highway program. The project selection process, however, involves the MPOs by requiring them to develop a Regional Transportation Improvement Program (RTIP). In California, most of the projects are nominated through the RTIP process. We fully support the partnership concept and would like to continue it.

IMPACT OF NON-NHS APPROVAL

ISTEA requires Congress to have an approved NHS by September 30, 1995. Failure to meet the deadline would prohibit FHWA from apportioning the 1996 Interstate Maintenance and National Highway System authorizations. If the NHS is not approved by Congress on time an additional $545 million would be withheld in fiscal year 1996.

ISTEA FUNDING FLEXIBILITY

We agree that the NHS should be a major step in the development of a NTS which would integrate all modes of transportation - road, rail, transit, air, water, and pipelines. The flexibility in ISTEA to transfer funds between programs is critically important and must be maintained.

APPORTIONMENT FORMULA

ISTEA directed the General Accounting Office, in conjunction with the Bureau of Transportation Statistics, to study and recommend to Congress a fair and equitable highway allocation formula by January 1, 1994, for the NHS, Interstate Maintenance, Surface Transportation Program, and Bridge Program. California supports the concept of a "fair and equitable" formula and has worked closely with the General Accounting Office. Until such time that these reports to Congress are made, discussion of any formula changes would be premature.

DEMONSTRATION PROJECTS

Congress authorized in ISTEA $6.48 billion in Highway Trust Funds for demonstration and special projects. We also recognize that in response to Congressman Nick J. Rehall's request for specific highway and transit projects that some of the local agencies, MPOs, and other special interests may have submitted requests directly to you for funding. These high cost, high profile projects take off the top funds that would otherwise be apportioned to the states. While we may agree that some consideration should be given to high cost, high profile projects in California, we prefer that the present state/MPO partnership of programming projects, whereby all of the projects are subject to the same planning evaluation and selection criteria, be continued.

DESIGN STANDARDS

The stated purpose of the NHS is not to create a system of freeways, but to ensure the safe, efficient, and economic movement of people, goods, and services across regions, state boundaries, and international border crossings. While we support the stated purpose, and agree that federal standards and federal oversight are necessary, we feel greater responsibility should be given the states to develop their transportation facilities to standards appropriate for the traffic demands.

CHAMBER OF COMMERCE
OF THE
UNITED STATES OF AMERICA

94 MAR 18 PM 2:41

WILLIAM T. ARCHEY
SENIOR VICE PRESIDENT, POLICY
AND CONGRESSIONAL AFFAIRS

1615 H STREET, N.W.
WASHINGTON, D.C. 20062-2000
202/463-5417

March 18, 1994

The Honorable Nick J. Rahall, II
House Committee on Public Works and Transportation
2269 Rayburn House Office Building
Washington, D.C. 20515

Dear Representative Rahall:

The U.S. Chamber of Commerce Federation of 215,000 businesses, 3,000 state and local chambers of commerce, 1,200 trade and professional associations, and 69 American Chambers of Commerce abroad respectfully urges your support for the immediate enactment of the "National Highway System Designation Act of 1994 (NHS)," as authorized in the Intermodal Surface Transportation Efficiency Act (ISTEA). This would be an important first step toward a national, intermodal transportation system which will help foster economic growth and competitiveness.

The Chamber commends the Surface Transportation Subcommittee for holding hearings this month and the full Committee's commitment to addressing the meaningful link between transportation infrastructure and our country's economic viability. In these times of budgetary cutbacks and competing demands, smart choices must be made. To preserve our nation's economic productivity, international competitiveness, and quality of life, we must ensure that ISTEA's vision of priority funding for projects is followed.

The Department of Transportation, with the help of local and state entities, has done a commendable job in identifying the most important interstate and defense highways, principal arterial roads, and intermodal connections that support a wide range of commerce and travel. Of considerable significance is the fact that the NHS only accounts for four percent of America's total system mileage, yet will carry 40 percent of all travel and 75 percent of all commercial vehicle travel. Also, the NHS will provide links to the most important ports, major airports, train stations, rail and truck terminals, military and defense-related installations, and national road systems in Mexico and Canada. Therefore, the NHS has garnered diverse, multimodal support from the Chamber membership.

Successful enactment of the NHS will directly benefit a broad spectrum of Chamber members. For example, thousands of jobs will be created through expanded markets. Industrial productivity will increase, which in turn will improve American competitiveness both at home and abroad. Reductions in urban congestion will help reduce U.S. transportation costs and the highway fatality rate and help improve air quality. Accessibility and connectivity will no longer be just buzz words, as rural America obtains access to new markets and the travel and tourism industry utilizes better links to our nation's cultural and scenic wonders.

As it stands, the NHS legislative proposal is a serious attempt at separating judicious investment from "pork." The proposal acknowledges the need to prioritize funding on those parts of the network that directly impact commerce, as measured by mobility and interconnectivity of both freight and passengers. The NHS is also a first real step toward a transportation system that promotes the intermodality of commerce.

Although Congress has until September 30, 1995 to "ratify" the NHS, the Chamber Federation urges the committee to report out a "clean" bill, as soon as possible, to ensure near-term enactment of the NHS.

Sincerely,

Bill Archey

William T. Archey

Testimony for the Subcommittee on Surface Transportation of the U. S. House Public Works and Transportation Committee

New Transit Authorizations for the Dallas Area Rapid Transit Authority for Inclusion in the Intermodal Surface Transportation Efficiency Act

By
Kathy Ingle, Chairman
Dallas Area Rapid Transit Authority
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(214) 749-3347

March 15, 1994

82-614 O - 94 - 27

Testimony for the
Subcommittee on Surface Transportation
of the
U. S. House Public Works and Transportation Committee
by the
Dallas Area Rapid Transit Authority
North Central and Northeast Light Rail Transit Extensions

Introduction

Chairman Rahall and members of the Subcommittee. It is indeed my pleasure to provide this written testimony on behalf of the Dallas Area Rapid Transit (DART) Authority. I am pleased to submit, for inclusion in the Intermodal Surface Transportation Efficiency Act, the DART proposal for an authorization totaling $712 million in Federal funds for the next two extensions of the Light Rail Transit (LRT) Starter System. The first project is a 12 mile North Central extension for Park Lane through Richardson to Plano with the second consisting of an 11.5 mile Northeast extension from Mockingbird Lane to Garland. Please refer to the attached map.

According to the Alternative Analysis/Draft Environmental Impact Statement (AA/DEIS) now underway on the North Central extension, the project will provide more cost-effective and attractive transit service as an alternative to additional roadway capacity in a highly congested travel corridor. And the same is true for the Northeast extension. Construction is scheduled to commence in late 1996 and 1997, respectively, with revenue service on both lines beginning simultaneously in 2000.

I think it is important to point out that both projects, and in fact, all the light rail elements of the DART Transit System Plan, are contained in the Program of Interrelated Projects, Section 3(a)(8)(C)(vii) of the Federal Transit Act, but no specific amount of Federal funds is authorized. DART is requesting authorization of these projects which I know will benefit the citizens of the Dallas area.

DART prepared a comprehensive document specifically answering all the questions presented by the Subcommittee. This was done not only for these two elements of the DART Transit System Plan but two additional corridors requested for inclusion in a future transportation reauthorization act starting in FY 1998. I would like to highlight several important attributes of these projects to demonstrate their qualification of Federal financial support.

- The objective of these projects is to provide high capacity, congestion mitigating and air quality beneficial alternatives in the most congested radial corridors in Dallas.

- Information presented is taken from the Board-approved Transit System Plan and the May 1993 Financial Plan. Both documents are currently being updated and will be available later this Spring.

- The projects are contained in the recently updated and approved North Central Texas Council of Government's (NCTCOG) Regional Transportation Mobility 2010 Plan and are also programmed in the Regional Transportation Improvement Program for Section 3 funding.

- The total project cost of the North Central extension is $460 million, including $40 million of previously expended DART funds to acquire railroad right-of-way (ROW) in this corridor. The Federal participation would be $368 million.

- The total project cost of the Northeast extension is $430 million, including $30 million of previously expended local funds to acquire railroad right-of-way (ROW) in this corridor. The Federal participation would be $344 million

- This credit of previous expenditures for railroad ROW by DART is consistent with the House-passed technical amendment to ISTEA (HR 3276), which modified Sec. 3035 (i), to clarify the use of locally funded acquisition of railroad ROW as local match against future Federal fund expended in that corridor.

- Based on DART's experience implementing the LRT Starter System, DART expects the following to be the approximate schedule of appropriation requests (in million of dollars)

Fiscal Year	North Central	Northeast
1996	$100	
1997	$100	$100
1998	$75	$75
1999	$50	$75
2000	$43	$50
2001		$44

- The schedule for both projects is as follows:

Milestone	**North Central**	**Northeast**
Select Locally Preferred Alternative	May 1994	Early 1995
Begin Preliminary Engineering and FEIS	June 1994	Spring 1995
Obtain Record of Decision	May 1995	Mid 1996
Commence Design,	June 1995	Mid 1996
Begin Construction,	Late 1996	Late 1997
Commencement of LRT Service	2000	2000

- DART is two years into construction of the 20-mile LRT Starter System and remains on schedule and within budget, except for one section which has been delayed five months due to community and business concerns, which have been resolved. For the sections under construction, DART has been able to remain within budget and on schedule through comprehensive planning, realistic programming and strict project management. In addition, we have achieved some of the highest D/M/WBE construction participation in the country.

- To reinforce the fiscal responsibility of DART, since the execution of the Full Funding Grant Agreement for the South Oak Cliff element of the LRT Starter System in September 1993, DART has already drawn down approximately $45 million of available Section 3 funds appropriated.

- This North Central and Northeast lines will attract more than 16,000 and 13,000 new riders, respectively, upon commencement of service.

- DART would anticipate the financing of this project with Section 3 funds made available from the Mass Transit Account of the Highway Trust Fund, but also would support the use of general funds for this project.

I would like to reiterate an earlier statement concerning the current update being undertaken of the DART Transit System Plan. This update has been a joint DART Board and staff activity which will culminate this spring with recommendations that will guide future major public transportation investment. One element of this effort is to identify corridors that have the potential for expedited implementation of rail service through incremental investment. In addition, the DART Board will be examining the options available, including packaging of LRT extensions to enable DART to participate at a higher financial level than the normal 20% local share.

DART is keenly aware that federal funds for major capital projects are very tight and extremely competitive. DART has been fiscally responsible in implementing our LRT Starter System by providing the largest overmatch of any project in the country, 80% local and 20% federal. At the conclusion of our Transit System Planning effort now underway, I am confident that we will be able to again present a comprehensive financial plan that will continue to demonstrate a strong local financial commitment to these projects.

Thank you for this opportunity to present two of DART's future light rail transit extensions for authorization in ISTEA.

TRANSIT SYSTEM PLAN
DART SERVICE AREA

PFMI INSTITUTE

NPTC

Private Carrier

NATIONAL PRIVATE TRUCK COUNCIL

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Statement of

Earl B. Eisenhart

Vice President,
Policy and Government Affairs

National Private Truck Council

on

The National Highway System

before the

Surface Transportation Subcommittee

of the House Public Works Committee

Washington, D.C.

March 24, 1994

THE NATIONAL PRIVATE TRUCK COUNCIL

The National Private Truck Council (NPTC) is the national organization representing companies that operate their own trucks in support of their primary business activities whether manufacturing, retail, distribution or service. Eighty percent of the commercial vehicles on the road are private truck fleets and private carriers that haul well over 50 percent of the freight carried on U.S. highways. What distinguishes us from other elements of the trucking community is that our truck fleets are not primarily in the business of providing for-hire transportation; they exist to support their companies' own logistics needs.

NPTC SUPPORTS THE PROPOSED NATIONAL HIGHWAY SYSTEM

The National Private Truck Council supports the proposed National Highway System (NHS) for the following reasons:

1) Our success in developing functional and inexpensive transportation, which serves the entire nation, has been one of the principle reasons for America's postwar prosperity. Nothing has contributed more to this success than the development of fast and durable roads and highways. And this system exists largely because of a strong national commitment to America's highways, roads, and bridges; NPTC believes that it is imperative that this national commitment continue. The NHS reflects that continuing commitment. The need for an ongoing federal investment in highway infrastructure is well documented. Without that investment the health of our highway system, which underpins economic growth and job creation, will

be "at risk." The NHS might therefore be viewed as a "national health plan" for America's highways;

2) The NHS reflects a wise use of limited resources. It is a "strategic" investment. Strategic investments are necessary because the resources simply do not exist to accommodate all our current needs. The NHS is not a program for massive construction of new highways. It puts priorities where they belong on the maintenance and improvement of critical segments of the highway system;

3) The NHS will serve to support modern transportation logistics, keep transportation costs down, make industry more productive, and help keep U.S. goods competitive in world markets;

4) The NHS includes a strong component to address urban freight transportation;

5) The NHS is a key element in a balanced transportation system. The Intermodal Surface Transportation Efficiency Act (ISTEA) provided for enhanced flexibility in how federal transportation dollars are spent and allows local planning organizations a larger role in determining the use of federal transportation money. Minus the NHS, these elements will skew decision making too much in favor of local needs at the expense of national priorities.

6) The NHS will advance the use of Intelligent Vehicle Highway System (IVHS) technology to make our highway system more efficient and safe.

NPTC will focus its remarks on items 3,4,5, and 6 above.

THE NHS IS NEEDED TO SUPPORT MODERN LOGISTICS

A number of observers have stated that the NHS is not a panacea for problems involving goods movement. The NPTC agrees with this assessment. We see the NHS as one element of a national transportation system which includes all modes and which will allow freight shippers to engage in "seamless" logistics. While the NHS will clearly not solve all problems, it is an extremely important element of a "seamless" transportation system.

In fact, the quality of our highways is more important today than ever because of the integration of transportation logistics into business production systems.

The major factors in modern logistics today are speed, flexibility, reliability, and a scheme in which transportation costs are viewed as just one element of over-all total logistics costs. Elements of this new approach are "just-in-time" deliveries and the concept of "rolling stock" to keep production costs down. We are proud to report that private truck operators have been innovators in this whole area of transportation logistics. These new logistics techniques have resulted in greater efficiency and greater

competitiveness for U.S. companies. The result, however, is that more than ever, deliveries are time sensitive to meet tight production schedules. It is a demanding market place, highly dependent on information and highly vulnerable to delays due to highway congestion or other problems. Without safe, efficient, and well maintained highways this system is not possible. The NHS focuses resources on those highways that are most critical to supporting the logistics chain.

THE NHS ADDRESSES URBAN FREIGHT PROBLEMS

NPTC has a particular interest in urban and local transportation issues. Over half of private carriage is local as opposed to 25 percent for-hire carriage. Also, private fleets specialize in hauling items which tend to have destination points within urban areas such as building products, food, grocery and drug products, and energy products. For example, private fleets haul 75 percent of clay, concrete, glass and stone, 68 percent of lumber and wood, 63 percent of petrochemical and 57 percent of food, grocery, drugs, and related items. Practically all of our fleets either deliver into metropolitan areas or pass through them.

NPTC agrees with those who contend that freight movement problems are concentrated in metropolitan areas. In particular, freight transportation is greatly affected by traffic congestion and inadequate traffic control.

We believe that the proposed NHS includes a strong urban component.

Significantly, about 25 percent of the proposed highways to be included in the NHS are in urban areas. By improving the transportation flow of vehicles through and into major metropolitan areas, the NHS will facilitate local goods movement.

In addition, the NHS specifically addresses traffic congestion by targeting major bottlenecks for improvement, and by allowing for limited highway expansion in urban areas experiencing rapid economic growth. NPTC strongly opposes proposals by some which would revise the NHS program to prohibit new construction or capacity enhancements. Such a prohibition would add immeasurably to urban traffic problems.

Finally, through ISTEA, Congress has provided for significant flexibility and enhanced decision making for local officials. This local input has been, and will continue to be, included in the development of the NHS.

THE NHS PROVIDES FOR BALANCE BETWEEN NATIONAL AND LOCAL PRIORITIES

NPTC does not believe that increased focus on urban highway transportation problems is inconsistent with the need to support transportation projects of national significance.

We do believe, however, that an appropriate balance must be struck between local and national priorities. If Congress fails to enact the NHS, or revises it as suggested by some, it is clear that

balance will be tilted in favor of local priorities. Through ISTEA, Congress provided substantial funding, decision-making authority, air quality compliance requirements, and administrative controls to make certain that federal dollars are available to meet local transportation needs. The resources which the NHS would designate for strategic national highway investment should not be subject to additional diversion to local needs.

THE NHS WILL FACILITATE NEW TECHNOLOGY

The NHS program has been designed to facilitate Intelligent Vehicle Highway System (IVHS) technology. IVHS technology offers the potential to help meet highway needs with less cost by making highway travel more efficient. IVHS is not a substitute for improvement to the physical infrastructure, but can make it work better through such means as electronic routing to relieve congestion, pre-clearance of trucks at weigh stations and improved safety performance.

CONCLUSION

The NHS represents a continuing strong federal commitment to highway improvement and construction. This commitment is necessary to support modern transportation logistics, American competitiveness and economic growth. The NHS addresses important urban freight problems; strikes a balance between national and local priorities, and helps facilitate money-saving technology. Congress should act quickly to approve the NHS program.

Mr. Chairman, members of the sub-committee. It is my distinct pleasure to testify before you today regarding the I-73 - I-74 corridor known as the Great Lakes Mid-Atlantic Corridor. My name is Robert Farrington, Executive Secretary of the Ohio State Building and Construction Trades Council representing some 90 thousand tradespeople in Ohio.

The Great Lakes Mid-Atlantic Corridor is an important link to jobs and

economic development in Ohio. The corridor is identified in the "Access Ohio" plan as very important to Ohio's future transportation needs.

We, of the Ohio State Building and Construction Trades Council, commend you for the far reaching legislation of the Intermodal Surface Transportation Efficiency Act of 1991 and now the planning for a National Highway System that can only impact our country and our state, Ohio, in a positive way. The

Ohio State Building and Construction Trades is cooperating with the Great Lakes Mid-Atlantic Corridor Committee in the hope of making I-73 - I-74 a reality in Ohio.

Together we will cooperate and work with Ohio Department of Transportation in its final stages of the "Access Ohio" plan which will be the micro study and will investigate each corridor and how

multimodal elements can and should be coordinated.

As we see it in Ohio, if we are to embark on positive steps within the NAFTA Accord , then this corridor becomes a critical part to any such positive impact.

The Ohio Turnpike Commission is about to commence a feasibility study of the Corridor and their very positive relationship with the Ohio Department of

Transportation should do well for future transportation development in Ohio.

Additionally, a close working relationship between our neighboring states of Michigan and West Virginia will make certain that the interstate connecting points are well coordinated. These decisions are now on the three states respective agendas and appear to have consensus within the respective Departments of Transportation.

Again, we thank you for your time and concern as we work together creating jobs and economic development for Ohio.

I will be glad to answer any questions.

Mr. Chairman, members of the sub-committee. My Name is Tom Louis

On behalf of Ohio's 13,000 strong Operating Engineers, members of the International Union of Operating Engineers, Local 18, we extend our appreciation to you today for allowing us to testify on behalf of a great investment, this government, this committee, this congress could make in the Great State of Ohio.

We like to call Ohio - "The Heart of it All". Ohio is located within 500 miles of 75% of the nations population and within

70% of this nations manufacturing facilities. Ohio is a key North/South East/West link to 8 major metropolitan area.

As Ohio completes its long range plans for intermodal transportation within the "Access Ohio" Plan, the I-73/74 corridor has been identified as an important link to the future transportation and economic development needs of the state. We feel that an investment in the I-73/74 corridor would be an investment not

only in Ohio but in all surrounding states as we create additional jobs and markets thus increasing the entire tax base of this country. Every 100 million dollars in Highway Funding creates 17 million dollars in permanent tax base as well as 2,060 permanent jobs.

Ohio drivers, drive 354 million miles each day over 113,565 miles of Ohio roads. Ohio is number 5 in the nation in vehicle miles and much of this driving

is done to deliver goods and services to all the nation.

Mr. Chairman, members of the committee, as you consider the importance of the National Highway System, we in Ohio urge you to consider the investment opportunity in Ohio and to make I-73/74 a reality creating economic development and jobs from the Heart of it All and throughout the nation in general.

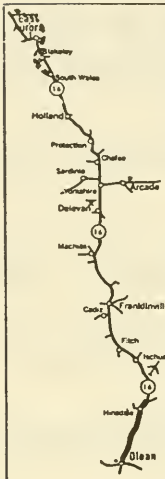
We thank you for this opportunity to be heard.

I will be happy to answer any questions.

ROUTE 16 *Association*

TESTIMONY

March 14,1993



Hon Nick J Rahall II, Chairman
Sub Committee on Surface Transportation
Committee on Public Works and Transportation
B 376 Rayburn H O B
Washington D C 20515

THE ISTEA ACT OF 1991 PROVIDED FOR 155,000 MILES OF HIGHWAYS TO BE DESIGNATED AS THE NATIONAL HIGHWAY SYSTEM. EACH STATE WAS REQUIRED TO SUBMIT A MAP OF THE HIGHWAYS WITHIN THE STATE TO BE DESIGNATED. THE CONGRESS THEN HAS TO APPROVE THE NHS SYSTEM.

THE STATE DESIGNATIONS WERE SUPPOSED TO BE DONE WITH PUBLIC INPUT. IN WESTERN NEW YORK THE MPO IN BUFFALO HELDHEARINGS AND RECCOMENDED THE HIGHWAYS SHOWN ON THE ATTACHED MAP. THE ROUTE 16 ASSOCIATION ATTENDED THESE HEARINGS. OUTSIDE THE MPO BOUNDARIES NO HEARINGS WERE HELD SO EVIDENTLY THE DESIGNATIONS WERE MADEBY THE STATE DOT.

THE ROUTE 16 ASSOCIATION TRIED TO GET INPUT INTO PROCESS BUT COULD NOT FIND OUT WHO WAS MAKING THE DECISION AND WHEN OR IF ANYHEARINGS WERE TO BE HELD.

WHEN WE FOUND OUT THAT THE DECISION HAD BEEN MADE IT TOOK THREE MONTHS TO GET A COPY OF THE MAP WHICH IS ATTACHED. BY THAT TIME A COPY HAD BEEN ALREADY FORWARDED TO WASHINGTON WITH THE STATE RECCOMENDATION.

IF CONGRESS HAS THE AUTHORITY TO APPROVE THE NHS SUSTEM,WE ARE ASKING THAT ROUTE 16 BE INCLUDED IN THE NHS. WE SUBMIT THE FOLLOWING INFORMATION IN SUPPORT OF THIS REQUEST.

1) THE ISTEA ACT PROVIDES FOR A MARGIN OF 15% discretion in the 155,000 MILES.
2) THE ATTACHED MAP OF THE WESTERN NEW YORK PORTION SHOWS THE NEW YORK STATE THRUWAY AND ROUTE 20, WHICH PARALLELS THE THRWAY BOTH DESIGNATED AS NHS ROADS. WE WERE TOLD WHEN INQUIRING AS TO THE JUSIFICATION FOR 2 ROAD SO CLOSE TOGETHER BEING IN THE NHS PLAN THAT THE REASON FOR THIS WAS THAT THE THRWAY IS A TOLL ROAD. WE DO NOT BELIEVE THAT THIS IS A VALID CRITERIA FOR MAKING THIS DESIGNATION IN THE SPIRIT OF THE ISTEA LEGISLATION.
3) ROUTE 60 FROM DUNKIRK TO ROUTE 17 IS INCLUDED IN THE NHS. THE TRAFFICE COUNTS ATTACHED SHOW ROUTE 16 WITH CONSISTENTLY HIGHER TRAFFIC COUNTS.
4) WHILE US 219 IS THE ONLY "HIGH PRIORITY" ROUTE IN NEW YORK THE ATTACHED TRAFFIC COUNTS SHOW ROUTE 16 WITH A HIGHER TRAFFIC COUNT .
5) ROUTE 63 COUNTS HAVE BEEN REVIEWED AND AGAIN TRAFFIC COUNTS ARE LOWER THAN ROUTE 16.

IF TRAFFIC COUNTS ARE AN IMPORTANT CRITERIA FOR MAKING A NHS DESIGNATION ROUTE 16 SHOULD HAVE BEEN INCLUDED.

6) ROUTE 400 WHICH IS AN EXPRESSWAY BETWEEN THE THRUWAY AND SOUTH WALES IS THE ONLY EXPRESSWAY IN THE BUFFALO AREA NOT INCLUDED IN THE NHS. OUR INQUIRY INDICATED THAT THE BUFFALO MPO COULD NOT INCLUDE IT UNLESS IT CONNECTED WITH ANOTHER NHS ROAD.
7) ROUTE 16 HAS SUBSTANTIAL COMMERCIAL DEVELOPMENT PARTICULARLY L IN THE TOWN OF SARDINIA. MAJOR COMPANIES HAVE PLANTS IN ARCADE SUCH AS PRESTOLITE (RECENTLY THE RECIPIENT OF MAJOR CONCESSIONS BY THE STATE TO KEEP IT IN ARCADE). J A YANSICK LUMBER COMPANY AND AMERICAN PRECISION AMONG OTHERS. THESE COMPANIES RELY HEAVILY ON ROUTE 16 BOTH NORTH AND SOUTH TO RECEIVE RAW MATERIAL AND SHIP FINISHED PRODUCTS.
8) THE SHORTEST MILEAGE TO BUFFALO AIRPORT FROM OLEAN IS ROUTE 16 . THIS IS THE ONLY MAJOR AIRPORT SERVING OLEAN WHICH HAS BEEN DEVELOPING A FREE TRADE AREA. AT PRESENT ROUTE 17 IS ALREADY COMPLETED NORTH TO HINSDALE AND ROUTE 400 IS COMPLETED SOUTH TO SOUTH WALES.

WITH REGARD TO CONGRESSIONAL APPROVAL THE MOST RECENT INFORMATION WE HAVE IS THAT THE HOUSE PUBLIC WORKS AND TRANSPORTATION SUBCOMMITTEE ON SURFACE TRANSPORTATION HAS SET HEARINGS FOR FEB 24 AND MARCH 1-3-8-10-AND 15 AND HOPE FOR FLOOR APPROVAL PRIOR TO 5-27-94.

IN AS MUCH AS NEW YORK STATE DID NOT HOLD HEARINGS OR ASK FOR INPUT FROM INDUSTRY, CHAMBERS OF COMMERCE, TOWNS AND VILLAGES ALONG ROUTE 16 DURING THE PROCESS OF DESIGNATING NHS HIGHWAYS IN RURAL WESTERN NEW YORK.

ACTION AT THE FEDERAL LEVEL IS NOW OUR ONLY HOPE OF HAVING ROUTE 16 INCLUDED IN THE NHS SYSTEM. WE URGE YOU TO TAKE THE NECESSARY ACTION TO ACCOMPLISH THIS.

PLEASE LET US KNOW YOUR POSITION ON THIS ISSUE AND WHAT YOU FEEL CAN BE DONE AT THE FEDERAL LEVEL.

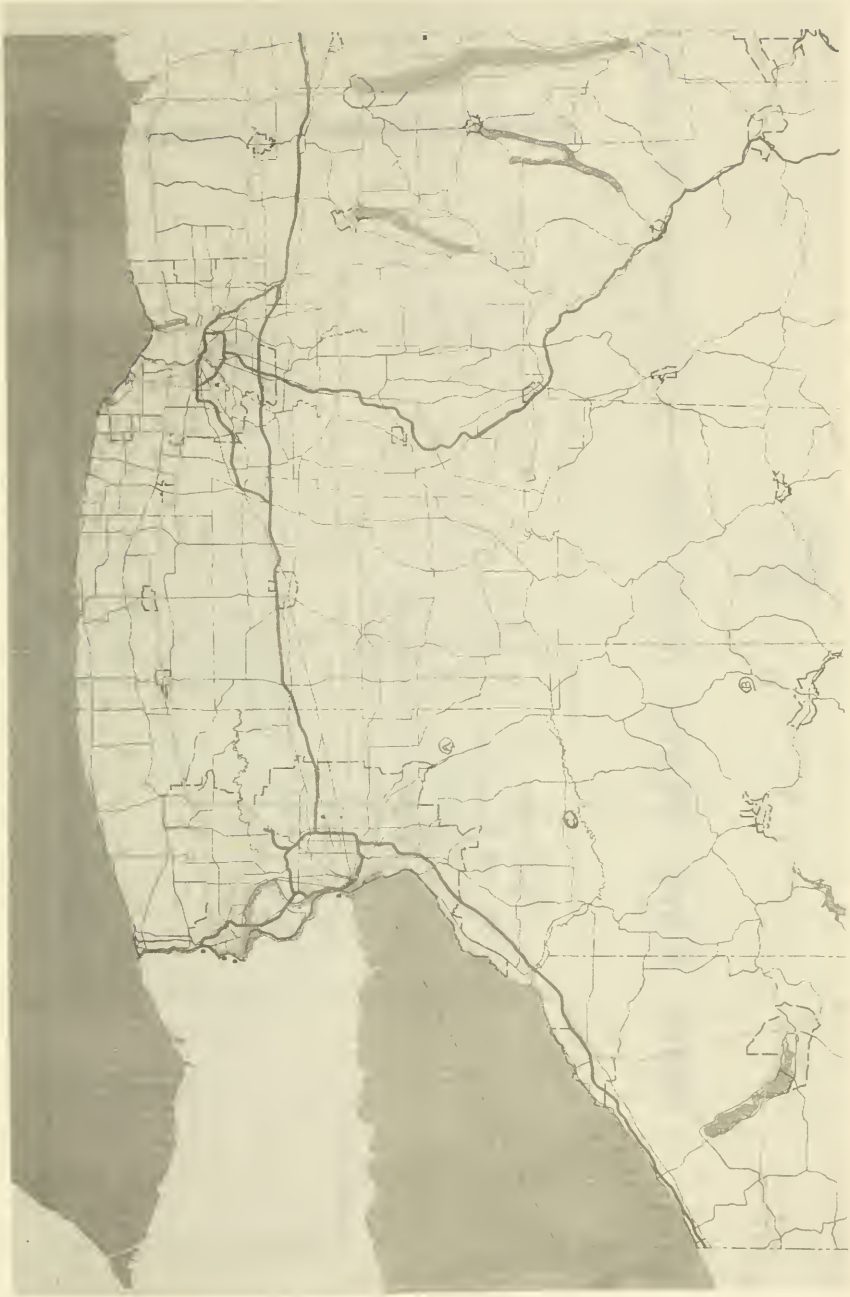
VERY TRULY YOURS

EDWARD L BARBER, PRESIDENT
32 HASKELL AVE
ARCADE, N Y 14009
716 492-3055

From:
Route 16 Association
Chaffee Sardinia for a Safer 16
Arcade Chamber of Commerce

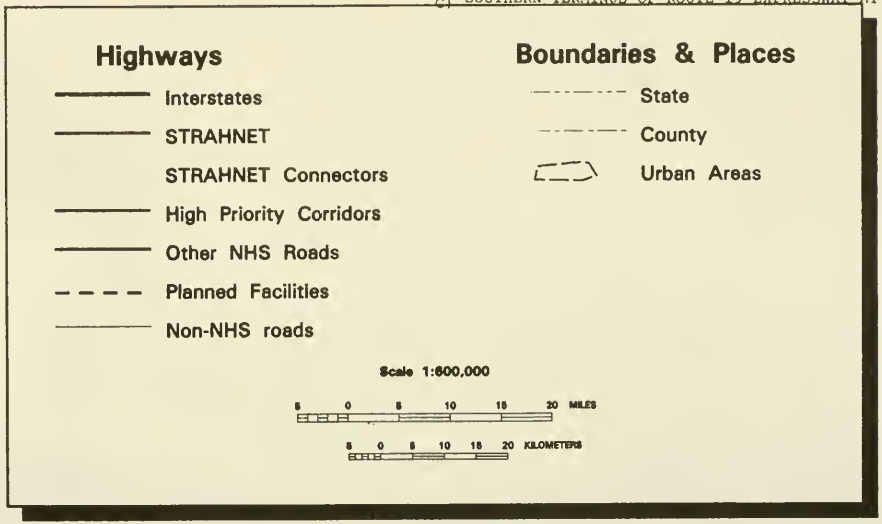
Copy to John Egan N Y S Transportation Commissioner

	Station	Parameter	AADT/(Year)
(Route 219)	53340	Acc. Rt. 391-Acc. Rice Hill Rd.	8700 (1991), 7700 (1988)
	53083	Acc. Rice Hill Rd.-Acc. Genesee Rd.	8350 (91), 7700 (90)
	53363	Acc. Genesee Rd.-End Rt. 39 overlap	6800 (91), 6200 (88)
	53250	End. Rt. 39 overlap-Start Rt. 39 overlap	10200 (91), 11300 (89)
	53361	Start Rt. 39 overlap-Catt. Co. Line	7600 (93), 6450 (90)
	51221	Catt. Co. Line-E. Otto Road	5400 (91), 5650 (87)
	51004	E. Otto Road-End. Rt. 242 overlap	3400 (93), 3750 (90)
	51219	End. Rt. 242 overlap-Ellicottville	5450 (93), 5550 (90)
	51382	Ellicottville-Start Rt. 242 overlap	6050 (90), 5700 (87)
	51218	Start Rt. 242 overlap-Rt. 98	4600 (93), 4700 (90)
	51220	Rt. 98-Salamanca North City Line	5700 (93), 5050 (90)
(Route 16)	53063	S. Wales - Savage Road	9500 (91), 9700 (90)
	53059	Savage Road - Chaffee	6900 (91), 7500 (88)
	53043	Chaffee - End Rt. 39 overlap	9550 (90), 8000 (87)
	53042	End Rt. 39 overlap-Catt. County Line	11300 (90), 12100 (88)
	51005	Catt. Co. Line - Yorkshire	11300 (91), 12600 (88)
	51044	Yorkshire - California Road	9000 (92), 9650 (90)
	51212	California Road - Rt. 242	6200 (91), 7250 (89)
	51041	Rt. 242 - End. Rt. 98 overlap	4950 (92), 5850 (90)
	51040	End. Rt. 98 overlap-Start Rt. 98 overlap	5850 (91), 5350 (88)
	51214	Start Rt. 98 overlap - Rt. 446	4350 (90), 3200 (84)
	51037	Rt. 446-Jct. Rt. 17 Hinsdale	6350 (90), 4650 (85)
	51023	Jct. Rt. 17 Hinsdale-Olean North City Line	7600 (92), 8650 (90)
(Route 60)	52019	Rt. 20 Fredonia-Rt. 83 Laona	9400 (91), 8600 (88)
	52171	Rt. 83 Laona - Cassadaga	7800 (93), 6750 (89)
	52170	Cassadaga - Sinclairville	5400 (93), 5600 (90)
	52169	Sinclairville - Gerry	6450 (93), 6550 (90)
	52168	Gerry - CR 70	6750 (92), 6800 (90)
	52237	CR 70 - Airport Road	5550 (92), 5350 (89)
	52164	Airport Road - Acc. Rt. 17	5700 (91), 6900 (88)
	52167	Acc. Rt. 17 - Jamestown North City Line	11000 (90), 10800 (87)

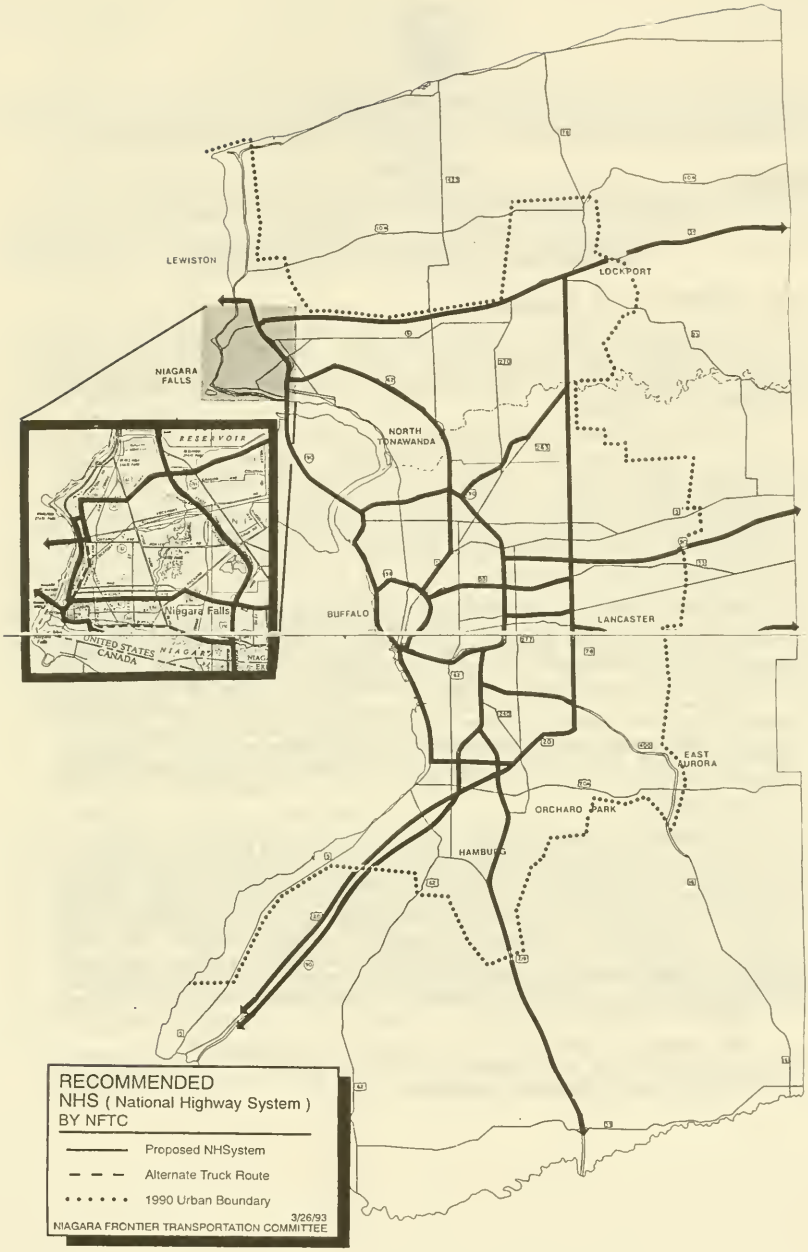


New York State National Highway System

A) TERMINUS OF ROUTE 400 AT SOUTH WALES
B) NORTHERN PORTION OF ROUT 17 AT HINSDALE
C) SOUTHERN TERMINUS OF ROUTE 19 EXPRESSWAY AT SPRINGVILLE



3282


LEWISTON
LOCKPORT
NIAGARA FALLS
NORTH TONAWANDA
BUFFALO
LANCASTER
EAST AURORA
ORCHARD PARK
HAMBURG
RESERVOIR
Niagara Falls
UNITED STATES
CANADA
NIAGARA
RECOMMENDED
NHS (National Highway System)
BY NFTC
Proposed NHSystem
Alternate Truck Route
1990 Urban Boundary
3/26/93
NIAGARA FRONTIER TRANSPORTATION COMMITTEE

COUNTY OF BERGEN

Administration Building • Court Plaza South • 21 Main St. • Room 300E • Hackensack, N.J. 07601-7000
(201) 646-3630

William P. Schuber
County Executive

STATEMENT
BY
BERGEN COUNTY EXECUTIVE WILLIAM "PAT" SCHUBER
MARCH 15, 1994
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
SUBCOMMITTEE ON SURFACE TRANSPORTATION

RE: ROUTES 4 & 17 INTERCHANGE

On January 19th, 1994, the New Jersey Department of Transportation (DOT) approved the design pattern for the Routes 4 and 17 interchange that was proposed by the County of Bergen and Borough of Paramus.

After carefully considering all of the factors regarding this matter, a consensus was reached among all entities as to the best design configuration to pursue with the New Jersey Department of Transportation (DOT). As Bergen County executive, through Congressmembers Robert Torricelli and Marge Roukema, today I am respectfully requesting this committee's support of the inclusion of Routes 4 and 17 interchange in Paramus, New Jersey as part of the National Highway System.

We are extremely pleased that an agreement has been reached on the design -- one capable of addressing the central fact that this interchange serves a great many and growing number of travelers, commuters, and shoppers across the economic region within which Bergen County plays such a significant role. This chosen design will address the following major concerns: long-term capacity needs; Clean Air concerns; the needs of the business community in Paramus and throughout Bergen County; and safety concerns. Just as important, the design will include the best construction phased approach so as to least disrupt this major transportation corridor in the process.

Now that we have a design configuration, we will now begin to focus our attention on the essential matter of securing the federal and state funds necessary for the construction itself. Throughout the years -- Congressman Robert Torricelli, Congresswoman Marge Roukema, and Senator Frank Lautenberg have been most helpful to the County of Bergen and Borough of Paramus in this regard. We look forward to continuing our work with them as well as with the other members of New Jersey's Congressional Delegation and with Governor Christie Whitman. Today's hearing is the first step in securing the necessary federal funding.

The combined efforts of all levels of government will insure that appropriations are cemented enabling shovels to break ground in the most timely fashion possible.

For a few decades now, government officials on all levels were saying that the 4 and 17 interchange needed to be fixed.. it needed to be fixed.. it needed to be fixed ... The litany continued throughout the 60's, 70's, and 80's.

I am pleased to say that thanks to the essential partnership between County of Bergen, the Borough of Paramus, and Congressional Representatives -- working in cooperation with the New Jersey Department of Transportation (DOT) -- the Route 4 and 17 interchange will be fixed.

I don't have to reiterate to you about the importance and the integral role that the Routes 4 and 17 interchange plays in the regional economy. Routes 4 and 17 are major, major arteries in the metropolitan area and the region as a whole. Route 17 connects North Jersey to New York State and points North through the New York State Thruway and Route 287. Route 4 represents one of the major connections to New York City for North Jersey residents.

In the early nineties the County of Bergen, with the assistance of Congressman Robert Torricelli, took the initiative to have funding written into the Intermodal Surface Transportation Efficiency Act (ISTEA). A total of $9.7 million was appropriated for a design to improve the interchange. This enabled the County of Bergen and the Borough of Paramus to review alternative designs and be able to select the best design. Not just for the major retailers at the interchange, but for all of the people of Paramus and Bergen County. We have moved forward with a plan for the interchange which will not result in the need for another reconfiguration. This plan is one that is capable of doing its job well into the next century.

Routes 4 and 17 Interchange is the County's economic engine. It provides access north and south through the County.

Bergen County's business future depends upon the ability to move people and goods through this interchange. The solution to this problem benefits not only the economy but the quality of life for the Borough of Paramus but for the entire Bergen County region. Paramus residents will appreciate the fact that once completed, the motoring public will no longer feel the need to utilize local roads in order to the dodge a 4 and 17 nightmare.

Additionally, the improvements at this interchange will help Bergen County comply with the Clean Air Act Amendments -- providing the greatest capacity of movement.

This is not a "band aid" approach to the problem -- but a comprehensive solution -- which even addresses the needs and concerns of the motorist and businessperson during construction as well. Phased construction of the project will not cripple the business network throughout the area -- another one of our commitments to being business friendly and an aid to the economy.

Thank you very much for your attention and consideration of this request.

Written Testimony of Anthony P. Coogan

Virginia Citizen

submitted to the

U.S. HOUSE PUBLIC WORKS TRANSPORTATION SUBCOMMITTEE March

25, 1994

My name is Tony Coogan. I am from Lebanon Church, Virginia. I am an appointed member of a Citizens Advisory Committee to Corridor H, a potentially federally funded project in Virginia. I am a member of the Shenandoah County Historical Society, the Friends of the North Fork and the Director of and a founding member of Virginia Corridor H Alternatives. I, and those I represent, have been working to preserve a quality of life, our cultural, and historical resources in the Shenandoah Valley. I am grateful to Chairman Rahall for affording me the opportunity to provide written testimony in these hearings on the National Highway System.

I wish to voice my concerns on Corridor H, and why we in Virginia oppose its inclusion in the National Highway System.

Corridor H is an unnecessary new construction project which is ignoring the more fiscally sensible alternative of upgrading existing roads or the low build option. It does not connect major terminal points, but two places which are on the edge of nowhere (as far as population density is concerned). As new construction in a sparsely populated rural area, it is an economic burden to the tax paying public and a major negative impact to the natural environment and local communities in both Virginia and West Virginia. It costs $1 billion+, further serving to increase the burden of the national debt which gains a better choke hold on this nation as these type of projects continually get funded. The funding process itself influences state governments to throw all reason and rational economic control behavior out the window. That is just what happened here as the West Virginia DOT Commissioner Fred Van Kirk pledged the entire state road maintenance budget as the matching funds for the 20% required match.

PLEASE TAKE NOTICE OF THE FACT that about 13 miles of this proposed 120 mile four-lane divided highway are in Virginia. Our state has never wanted it. We have enough problems with excessive traffic on I-81 now, just ask the FHA, so why make a deteriorating situation worse. At the hearings in the Spring of 1993, Virginians' spoke out against this road with a loud clear voice, over 90% opposed. Since 1966, this project has been pushed by the West Virginia Department of Highways. Corridor H segments 1 and 2 in Virginia appear as plans in West Virginia's quarterly STIP yet no mention of it appears in Virginia's six year plan. It appears to us in Virginia that West Virginia may have put aside money to pay for the Virginia section. If so, where did that matching money come from? This same West Virginia STIP was disapproved in February 1994 by the Federal Highway Administration because WVDOT, despite an ISTEA deadline of January 1, 1995, has apparently taken no steps toward the kind of multi-year statewide transportation planning process we have had in place for several years in Virginia.

The Virginia process has a greater degree of accountability, but West Virginia is playing havoc with the Virginia established procedure as they apply pressure to Virginia to try to force submission. This is wrong! The Virginia's statewide transportation plan does not include Corridor H, a fact that led at least one Commonwealth Transportation Board member at the May 1993 Corridor H hearing to say, "Why are we even looking at this project?" Pure and simple this is a political road being pushed by Senator Byrd, who's name is already plastered on the road on the short section he has managed to get done west of Elkins.

Public opinion in Virginia backs up the state plan's omission of Corridor H. In the February 1993 public hearings, 90% of comments submitted by Virginians flatly opposed the building of this highway in any location. Boards of Supervisors in all three affected counties--Shenandoah, Frederick and Warren--passed resolutions against Corridor H in 1993, as did several Town Councils (see attached resolutions) The Commonwealth Transportation Board refused to endorse Corridor H in May 1993, but yielding to immense political pressure, did agree to let studies continue with the following guidelines, which are excerpts from the Boards resolution.

Resolution passed 5/20/93 Virginia Commonwealth Transportation Board

"this resolution does not constitute approval or a commitment on the part of the Commonwealth to any subsequent approval or construction of any project in Virginia in this corridor"

"it is the intention of the Board that all alternative funding mechanisms be explored in order to avoid expenditure of scarce Virginia and Staunton District transportation resources"

"study comprehensively evaluates alternative improvements to existing highways (which might satisfy the objectives of the Corridor H program **without requiring construction of a new highway**)"

"the study seek to develop alternatives that could facilitate designs of the highway in keeping with the broad community goals to **develop the region as a tourist and visitor attraction which highlights the unique historical and cultural attractions** of the region"

"the Board directs that **all alternatives** be explored to achieve the goals expressed above although it is the **sense of the Board that** in order to achieve such goals and accommodate desired traffic the alignment and

ultimate design of **the highway should be more parkway** in character in preference to a traditional four lane interstate or arterial standard facility"

The Virginia Department of Transportation, ignoring the statements and more importantly the resolutions (see enclosure) of these elected and appointed officials, has actively joined the neighboring WVDOH in promoting Corridor H with media appearances and at public map exhibitions in state and more importantly out of state. At one point, the Chief Engineer of VDOT, Jack Hodge, wrote me a letter that basically said "butt out" and that they make the decisions irregardless of the counties affected stated position or any of the affected counties 6 year comprehensive plans. This seems diametrically opposite to the intention of the ISTEA legislation I have always referred to as legislation with a conscience. While attending an interagency meeting, the West Virginia contracted engineering firm's representative curtly told me I was not to contact my own state agencies, but direct all communications to and through her.

To citizens trying to work with the system to defend their neighborhood, the whole process seems stacked and both Virginia and West Virginia DOT's seem like entrenched armies settling in for the take over. Small wonder government is viewed as it is and people are so apathetic about the worth of getting involved in the process, which has become so alien for citizens. The federal level intercession exacerbates the situation by holding a bone of a promised check to pay for it all, further dividing the program initiators from those perported to reap the benefit.

Virginians oppose Corridor H for many reasons. We do not want to become West Virginia welcome mat! We want to determine our own future and have already made, and are excited about, commitments to a chosen direction for our valley. We support the federal legislation Congressman Wolf has presented, the Battlefield Bill and view it as a road map for our future. This Corridor H, if properly planned as a two-lane heritage road, could be of immense worth to both states if West Virginia would develop their own Civil War history. West Virginia has a duty to protect the resources in it's state and the scenic byway could enhance West Virginia's economic development. Perhaps a good name for the Scenic Heritage Byway would be the Secession Reconnection. A joint venture, a heritage partnership between the two states would be mutually beneficial if properly planned and implemented. The threat to our chosen direction in Virginia that this project has imposed has inspired us to work within the system to effect positive change for both sides by studying alternative designs which we collectively view as viable alternatives.

Some few of our citizens are refugees from the DC area who sought to move to where you can hear the water, smell the hay being harvested and see falling stars on any cloud free night. Many of our neighbors' families have lived and farmed here for generations--since before the Civil War and I-81 wracked our valley.

We are for sustainable growth, which requires careful planning. The National Park Service has identified the Shenandoah Valley as an area of major importance to the nation for its abundant historical resources. Just review the Battlefield Protection Program's list of nationally important sites, they are predominantly in this same valley.

When visitors come here, they need to see open space, interpretive markers melded with the ancestral homes still occupied by the decedents of some of those who fought on these battlefields. We must preserve not only the battlefields, but the viewsheds and the open space of the region to maintain the feel and connection to the history and the events which occurred here. We have stated our intention by our unanimous endorsement of the Battlefield legislation and are actively engaged in the effort to secure our own future. We are currently involved to secure enhancement to the region with Scenic byways and are developing a rail experience on the current railway net, both of which serve to provide economic development to Virginia and West Virginia with tourism, increased accessibility and the preservation of a national treasure.

Four-lane roads bring trucks and through traffic, two-lane roads bring tourists. New highways ultimately spawn and initiate forces of development and once unleashed are no longer able to be directed in a given direction. The 1991 ISTEA law, with its citizen planning process, acknowledges the impact of highways on communities and attempts a more sensitive approach to match highway planning to the expressed local level wishes, those most affected. The process thus far has been in my estimation, with the narrow flexibility of entrenched engineers funded by a political process bent on mortgaging the future, one which would intimidate anyone. Deferring payment is a greedy cowardly way out. Unless thoughtful and courageous leaders from our Congress & Senate decide right now to take a stand against the thoughtless selfishness of getting more now and deferring the payment responsibility to the next generation the historical record will reflect poorly on this generation ot leaders.

Don't destroy our effort and dreams, or your own history. Let us choose. After all, we are the people

Anthony P. Coogan
Rt. 1, Box 319
Lebanon Church, VA 22641
1-703-465-4800

The Daily Herald
1555 North Freedom Boulevard, P.O. Box 717, Provo, Utah 84603 (801) 373-5050 fax (801) 373-5489

March 22, 1994

Honorable Nick J. Rahall, Chairman
Subcommittee on Surface Transportation
House Public Works & Transportation Committee
B-376 Rayburn HOB
Washington, D.C. 20515

Dear Chairman Rahall:

We would greatly appreciate the inclusion of the attached statement on behalf of The Daily Herald in support of the I-15 interchange in Provo, Utah as part of the formal record of your hearings dated March 15, 1994 on the National Highway System and Ancillary Issues Relating to Highway and Transit Programs.

We thank you very much for your consideration on this matter.

Sincerely,

Kirk Parkinson

Kirk Parkinson
Publisher

Attachment

LOO145.MH

Statement of Kirk Parkinson

Publisher, The Daily Herald
Provo, Utah

Regarding the I-15 University Avenue
Interchange Improvement Project

to the

Surface Transportation Subcommittee

of the

Committee on Public Works and Transportation

Thank you for permitting me to submit a statement on behalf of The Daily Herald in support of federal funding to help finance the completion of the I-15\University Avenue Interchange Project in Provo, Utah.

Our interest in this project is a vital one. As newspaper publishers, we serve the Provo community and provide a vital link of communication to all members of the community, as well as jobs. Provo's economic strength and growth directly affects our own ability to serve the community. We strongly urge the authorization of $17.5 million in federal funds to complete the I-15\University Avenue Interchange Project for the following reasons:

1. The transportation infrastructure in Provo currently cannot meet community demands. If nothing is done to increase transportation capacity, Provo's businesses, and economic health, will be hurt. Provo developed the East Bay

Business Park, the nucleus of business development, in the mid-1980s. East Bay is home to the major computer manufacturing company Novell, NuSkin, and dozens of other businesses. East Bay has been directly responsible for the creation of well over 7,000 new jobs. Access to and from Interstate 15 can no longer accommodate commuters to East Bay. Intolerable delays and related energy waste and pollution already detract from the desirability of the Park for further economic development.

2. Local industry requires the completion of the I-15 interchange in order to commit to the expansion of current businesses and the attraction of new businesses. Novell already has indicated unwillingness to complete plans for an additional 4,000 employees by the end of the decade without the interchange. This snowball effect concerns the development of many additional industries and jobs. Community growth will not occur without the interchange, and could, decline if the interchange is not completed.

3. State and local government have already appropriated $1 million to this project-solid proof of local level commitment and shouldering of proportionate responsibility. Unfortunately, state and local government cannot complete the job alone.

4. The public interest demands that the I-15 interchange be completed. Public interest benefits include: (a) compliance with the Clean Air Act; (b) increased health and safety through diminished accidents and diminished pollution; (c)

the aforementioned economic growth and development provides people with jobs, President Clinton's number one target for change; (d) increased growth and development provides people with jobs, President Clinton's number one target for change; (e) increased growth and development increase community self-sufficiency for future projects; and (f) increased growth and development increase the tax revenue basis at local, state and federal levels.

Conclusion. We are aware that you understand that the lack of funding for the I-15 interchange last year was a result of problems between the authorizating and appropriating committees in the House by the withdrawal of all funding for new construction. We are gratified by your efforts this year to avoid such problems by taking up this matter early in the process. We urge you to approve funding of $17.5 million to achieve adequate transportation infrastructure in Provo which will ensure the economic benefit for the locality, the region, and the nation. This project comports with Administration goals of economic self-sufficiency for communities, acquired through these federal-local partnerships.

Thank you for allowing us the opportunity to address the committee on this project.

Desert RAIL Authority
100 South Sunrise Way, Suite 220
Palm Springs, California, USA 92262
Telephone: (619)323-RAIL(7245)
Facsimile: (619)325-0553

March 23, 1994

Honorable Nick Rahall II
Chair
Surface Transportation Subcommittee
B-376 Rayburn House Office Building
Washington, DC 20515

RE: OBJECTION TO PALM DESERT PEOPLE MOVER PROJECT: TO BE ENTERED INTO THE PUBLIC RECORD

Dear Mr. Rahall:

It has come to our attention that the City of Palm Desert, which is located in the county of Riverside, in the state of California, has submitted an application requesting grant funds.

Mr. Rahall, the Subcommittee should be made aware that there have been what our organization considers to be some very "fishy" dealings going on regarding the appropriation of government funds with respect to the regional and county levels in Riverside County, i.e., SunLine Transit Agency, the Coachella Valley Association of Governments and the Riverside County Transportation Commission, in addition to the City of Palm Desert.

Desert Rail Authority (DRA) would like to go on record as being officially opposed to any funding allocations being allotted to this project at this time.

We feel that a federal inquiry and investigation needs to be launched into SunLine Transit Agency, the Coachella Valley Association of Governments and the Riverside County Transportation Commission. We have reason to believe that these government agencies and quasi-government agencies have been directly operating unfairly in their political practices; including, malfeasance, misdealings, improper use of government authority, misuse of government funds, collusionary tactics and conspiracy.

Further, a request is hereby formally made that no appropriations be allocated to any of these organizations until this matter and these allegations are looked into in more detail and the results made public.

PSST
"Building The Palm Springs Monorail"

DRA

Kindly contact our Palm Springs offices as we are very concerned and feel some outside intervention is warranted to get to the bottom of this very important matter.

Sincerely yours,

DESERT RAIL AUTHORITY, INC.

Don L. Frank
President

cc: DRA Legal Counsel
Tom Valentine, N.C., Vice Chair
Bob Clement, Tenn.
Jerry F. Costello, Ill.
Greg Laughlin, Tex.
Glenn Poshard, Ill.
Dick Swett, N.H.
Bud Cramer, Ala.
Peter A. DeFazio, Ore.
Jerrold Nedler, N.Y.
Leslie L. Byrne, Va.
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Pat Danner, Mo.
Robert Menendez, N.J.
James E. Clyburn, S.C.
Dan Hamburg, Calif.
Walter R. Tucker, III, Calif.
Eddie Bernice Johnson, Tex.
Douglas Applegate, Ohio
Ron de Lugo, Virgin Islands
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James A. Traficant, Jr., Ohio
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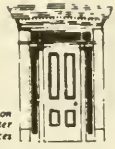
Thomas E. Petri, Wisc.
William F. Clinger, Jr., Pa.
Bill Emerson, Mo.
William H. Zeliff, Jr., N.H.
Jennifer Dunn, Wash.
Y. Tim Hutchinson, Ark.
William P. Baker, Calif.
Michael A. "Mac" Collins, Ga.
Jay Kim, Calif.
David A. Levy, N.Y.
Bob Franks, N.J.
Peter I. Blute, Mass.
Howard P. "Buck" McKeon, Calif.
Bud Shuster, Pa.
Kenneth House, Chief Professional
John F. Fryer, Counsel

bcc

Edwardsville/Glen Carbon
Chamber of Commerce
The Berlemann House
115 South Main
Edwardsville, Illinois 62025
618/656-7600



March 14, 1994

The Honorable Nick J. Rahall II
Chairman, Subcommittee on Surface Transportation
B376 Rayburn HOB
Washington, DC 20515

Dear Mr. Rahall;

On behalf of the Edwardsville/Glen Carbon Chamber of Commerce, I wish to express the Chamber's support of the proposed Alternative Route 159.

The proposed 2.2 miles of two lane highway between the current Route 159 at Center Grove Road and South Main Street, that would reconnect with the existing IL 159, would do much to relieve the serious traffic congestion that exists for motorists.

Our Chamber commends your efforts, as well as Congressman Durbin, on seeking federal funding for this important project.

Sincerely,

Rosanna Herren

Rosanna Herren
Executive Vice President/CEO

cc: Dr. Jeff Noll, President
file

City of Edwardsville

400 North Main Street • P.O. Box 336 • (618) 692-7530 FAX (618) 692-7575 • Edwardsville, IL 62025-0336

Gary D. Niebur
Mayor

March 10, 1994

Nick J. Rahall, II, Chairman
Sub Committee on Surface Transportation
B 376 Rayburn HOB
Washington DC 20515

Dear Chairman Rahall:

It is with great pleasure that I write you regarding the proposed Alternate Illinois Route 159 engineering/design and construction project.

This project, with question, is the most needed and important road construction project in the Edwardsville area. The project has been endorsed ny the Edwardsville City Council, Edwardsville/Glen Carbon Chamber of Commerce, Southwestern Illinois Development Authority, and the Illinois Department of Transportation.

Most importantly however, is the overwhelming endorsement that this project has received from the residents of Edwardsville and surrounding communities.

During the past ten years the Edwardsville Glen Carbon area has seen unprecedented residential and commercial growth. As a matter of fact, the Census Bureau last week announced that Edwardsville has seen ann estimated 4% population growth just since the last census completed in 1990 - the highest percentage of growth of any City in Madison County.

That fact, coupled with the continuing student population growth of Southern Illinois University and the overall growth of the Metro East area has led to traffic on Illinois Route 159 virtually being a "traffic jam" the majority of the day.

During the past four years several studies has been performed by the City and the Illinois Department of Transportation regarding options to this most serious problem. We are pleased that as a result of those efforts a viable solution has been found.

The proposed project includes the construction of an alternate IL-159 highway which would be parallel to the existing IL-159. The project would consist of extending existing Route 159 (South Main Street) in the downtown Edwardsville area to another arterial street south of Edwardsville near Glen Carbon.

Nick J. Rahall, II, Chairman
Sub Committee on Surface Transportation
B 376 Rayburn HOB
Washington DC 20515

Presently, the Illinois Department of Transportation has plans to widen Illinois Route 159 to five (5) lanes, but will stop at the outer edge of the City limits (i.e. at Fifth Street). The existing width of Right-of-way coupled with close proximity of businesses north of Fifth Street will not allow for a five-lane highway. The problem gets more complicated, since the existing highway from Hadley Lane to Jefferson Street is a designated Historical District, which would not allow for any king of widening.

With the above mentioned problems coupled with the traffic overload on the existing highway, a new Illinois Route 159 would be the best option. This option would allow the existing Route 159 to be a business Route that will serve local and business traffic with the new highway serving thru traffic.

Thanks to the outstanding work of Congressman Richard Durbin and the Illinois Department of Transportation we have high hopes that this project will become reality.

We desperately need your help and urge you to support the project as it is discussed in the Sub Committee on Surface Transportation. My sincere thanks for your consideration to this most important request.

Sincerely,

Gary D. Niebur, Mayor
City of Edwardsville

cc: Congressman Richard Durbin

Jersey County Board

201 WEST PEARL • COURTHOUSE • JERSEYVILLE, IL 62052

J. Richard Allen
Chairman

Telephone
(618) 498-5571

Nick J. Rahall II, Chairman
Sub. Comm. on Surface Transportation
B. 376 Rayburn,
Washington D. C. 20515

Dear Mr. Rahall,

As members of the Jersey County Board, representing the interests of the people of Jersey County, we are most interested in the growth and economic development of our area, and in particular the west central Illinois. With this objective in mind, we would like to express our support for an expressway type highway improvement project.

Under consideration at the present time is a proposal connecting U.S. Route 36, in the Jacksonville area with Interstate 255, which proposes to end at Godfrey, Illinois.

Since this portion of West Central Illinois is void of good transportation accessibility, the construction of an expressway through this proposed corridor would enhance the probability of industrial and economic development in our area of the state, where at the present time growth has been depressed due to lack of good transportation accessibility.

Most of the communities along this proposed corridor have the necessary services and infrastructures in place to support industrial developement and economic growth, but have been restricted primarily due to lack of a connecting highway system.

With the opening of the new Clark Bridge over the Mississippi Riv- Alton and the programed extension of Interstate 255 extending north to Godfr- the next logical step would be to develop an expressway connecting the Metro St. Louis area with the east-west route across the State U.S. Route 36 in the Jacksonville area. If constructed, this expressway would complete a freeway highway system for the entire West Central Illinois region, enhancing interstate commerce and economic growth.

While we realize that a project of this scope will have some negative environmental, and agricultural impact, we sincerely believe a positive industrial development, facilitated by an improved highway system, far outweighs any negative aspects.

For these reasons, we solicit your support for this project, so that this most needed expressway system may be come a realization for our area.

Sincerely,

J. Richard Allen

J. Richard Allen,
Chairman

March 7, 1994

The Honorable Nick J. Rahall
United States House of Representatives
Washington, D.C. 20515

Dear Representative Rahall:

I'm writing to encourage positive consideration on your part, regarding federal funding for Corridor 67 in central Illinois. As Chairman of the Sub Committee on Surface Transportation, you most certainly play a key role regarding the allocation of ISTEA funds.

Converting U.S. 67 from a two lane highway to a four lane limited access highway, will provide western Illinois with a vital north-south link. I believe there is a direct relationship between investment in infrastructure and productivity gains.

Therefore, besides spurring new development along Corridor 67, the many construction jobs generated from this project will certainly be good for the Illinois economy.

Thank you for your consideration.

Sincerely,

Bill V. Crews
President

BVC/bd

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Fax # 618/466-8289

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The Village of Godfrey

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W.A. RAIN
JOHN M. DELANEY, JR.

March 4, 1994

Honorable Mick J. Rahall II
Member of Congress
Chairman, Subcommittee on
Surface Transportation
B 376 Rayburn Building
Washington, D.C. 20515

Congressman Rahall:

Godfrey is 16,080 people on the banks of the Mississippi River above St. Louis.

Speaking for our community we strongly support the improvements proposed on Corridor 67 from our area to Jacksonville, someday to Minneapolis. Roads are vital. This improvement would transform our local economy.

I hope you will consider our needs and work with us and our Congressman, Dick Durbin, to make this proposal a reality.

Thank you for your consideration of this idea.

Yours truly,

Lars Hoffman

Lars Hoffman, Ph.D.
Mayor

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